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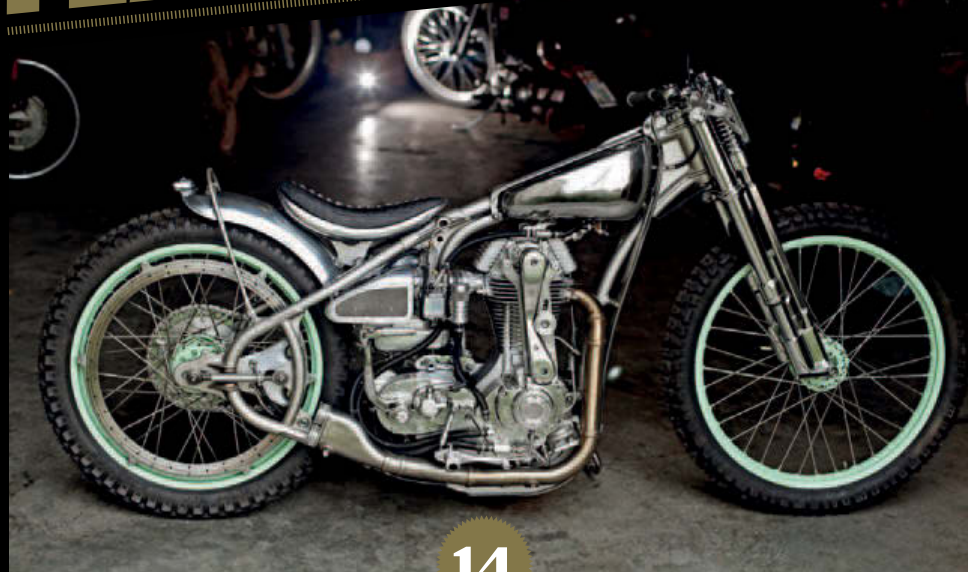


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**THIS MONTH'S THEME: PEOPLE IN THE CIRCUS**

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## EDITORIAL

**Back when we were young and around here was all fields, this is the time of year when we would be packing away tents and battening down the hatches for the winter.**

It wasn't that we were soft (well, not all of us), or that we didn't ride during the winter (although I might not have done quite so much of that had I known years later how much everything would begin to creak and hurt). It was that the rally year rather ground to a halt around this point. There will always be the hardy souls who consider camping in the snow to be a worthwhile and fortifying experience - hence the continued popularity of the Dragon Rally and the Elefantreffen, but most of us went into hibernation.

But, over time, all that has changed. From a rally season that really only kicked into gear at the beginning of May and wound down by the beginning of October, things have grown and transformed to form a calendar where you can do something on every weekend of the year and have a choice of events. Take a look at our Events listing on page 92, for example. From the last weekend of September through to New Year's Eve, we list 102 events, and that's not everything that's going on by a long chalk. That's just three months at the dog end of the year where the weather and nights are closing in and yet there is still loads to do.

I can remember in years gone by when a magazine events' listing would have dropped to a couple of pages by this time (and possibly even have disappeared entirely from a December issue). Now that period of the year is populated by shows, bike nights and other events. There may be a few less rallies than in the summer months, but there's still more than enough to keep the hardened aficionado happy with, say, Caldarium MCC's Hex-Rated Rally, Derbyshire 623 MCC's Pheasant Plucker (the 36th edition - that's a lot of plucked birds!), Chorley Wildhart MCC's Frosty Paws Rally (aptly named as it's in late November), to name just a few.

Of course, we're also approaching the season of toy runs, Christmas parties, indoor shows and the like. And, if a weekend isn't enough, many bike nights continue on through the winter months. Now, the thing is, I'm really not sure just why there are so many more events now than in days of yore. It's not simply a case of misremembering what went on - or didn't go on - in past years. I've been typing events listings for longer than I care to remember and I can assure you, things are considerably busier now than they ever were. Maybe it's because people want more variety; perhaps - and I hope it is - because more people are coming into the custom and biking scene, or perhaps it's just that you really all don't like your homes and want to spend as much time away from them as possible. Whatever it is, embrace the choice, even as the weather grows colder and damper, and support a local event.

BLUE





## HARLEY STREET FOR THE UK

**Harley-Davidson has just announced its 2016 model line-up and, amid the usual lack of surprises – new graphics, new suspension for Sportsters, a 110 cubic inch engine filched from the CVO models for the Softail S – is the announcement that the Street is coming to the UK**

However, Harley will only be introducing the 750cc version of its smaller capacity model, and not the 500cc version which, although it's on sale in the USA, is predominantly aimed at emerging markets, such as India. In fact, if you buy a Street from your local Harley dealer in the UK, it will have been built in India, the first complete motorcycles sold by Harley to be manufactured entirely outside of the USA. Streets sold in America, however, will have originated at the company's Kansas City plant, Harley clearly realising it best not to mess with its patriotic core market.

The Street is interesting because it represents a departure for Harley-Davidson. While the company has gone down the liquid-cooled route before, that was with the V-Rod, a model which has never quite seemed to belong to the same family and has always been more successful in overseas markets than at home. The Street's liquid-cooled 750cc Revolution X 60-degree V-twin is the first all-new engine from Harley since the beginning of this century and its size has allowed for the bike to move away from the limitations of the traditional Vee. The Street has both greater suspension travel and a lower seat height of 28 inches (although that's still almost three inches taller than a

stock Victory Vegas 8-Ball) and it's been specifically designed for 'urban riding'. So, that will be in traffic, then...

To make it even more appealing to the entry-level market, the Street has been given Dark Custom styling. The model I saw in Germany last year looked a little clunky and some parts appeared to be an afterthought, but I will suspend judgement until seeing a Street in a British showroom. Harley has pitched the price below that of what it sees as the model's immediate competitors. The Street 750 will start at £5795 on the road, which is several hundred pounds cheaper than, for example, Kawasaki's 650cc Vulcan S.

What I do find curious is that, in all the specifications put out by Harley-Davidson for the UK model, there is no mention of an anti-lock braking system, not even as an option which it currently is in the USA. I'm no particular fan of ABS but, as of the beginning of 2016, EC regulations will require that all new motorcycles and trikes with engines larger than 125cc have ABS. Either Harley-Davidson expects to be able to stock and sell an awful lot of motorcycles in the next three months, or it's going head to head with the European Parliament. Now that I would pay to see... [Blue]

## TEETOTAL BIKE SHED

**The Bike Shed is intending to open a new gallery space in London's Old Street, but has run up against a problem – the neighbours.**

Anthony von Someren (better known by the nickname Von Dutch) has applied for an alcohol licence for the new premises – which have yet to be built – but the local Shoreditch Community Association has objected due to the number of drinking establishments already in the area. The Shoreditch Town hall Trust, to which the Bike Shed premises abuts, is also concerned about the new venture, saying "We have noticed an increase in noise from high revving engines since the applicant moved in." In response, Von Dutch said: "We are a bunch of creative media people trying to make something cool and exciting ... not a gang of scary bikers. We want to be accepted for what we are – not what people are afraid we might be." It may be that, with the constant march of gentrification, the good folk of Shoreditch might actually prefer scary bikers to yet more media creatives... [Blue]

## ENFIELD IN THE USA

**Royal Enfield Motors has announced that it intends to establish around 100 dealerships in America and where is it starting? Milwaukee.**

Royal Enfield is also going to set up its North American headquarters in the city forever associated with Harley-Davidson. The Indian-based company already outsells the MoCo and is now targeting the mid-size market in the US, a sector which Harley recently entered with the Street 750 and 500. Royal Enfield will be going head to head with the latter for sales, as it brings the Bullet 500, Classic 500 and Continental GT to new showrooms where prices will be up to \$3000 less than the Street 500.

## KRAZY HORSE EXPANDS

**Suffolk-based Krazy Horse has expanded, venturing into the big bad city of London where the streets are paved with old copies of the Metro, and taken over Aye Gee Motorcycles, a long-established business in Welling, Kent.**

Having opened in August, Krazy Horse London is, like the mother ship, a dealership for Victory and Indian, continuing the existing Aye Gee franchise. However, there are plans to add the other prestigious brands with which Krazy Horse is associated, bringing Paton, Norton, Zaeta, Avinton and Zero to the new facility. Several new jobs have been created (some people may recognise dealership manager, Ben Godfrey, from his former life at Robinson's Foundry in Canterbury) while the whole team is looking forward to creating a new chapter in the story of a motorcycle shop that has been serving the Bexleyheath area for over half a century.

Krazy Horse London is at 211-219 Bellegrove Road, Welling, Kent DA16 3RQ or on the end of 0208 856 4373 and is open from Tuesday to Saturday. [Blue]





**online**

<https://andotheridiots.wordpress.com/>  
Nothing to do with motorcycles, just everyday stuff but it is very funny.  
<http://opacity.us/> Like '28 Days Later'. But real.



## Welcome to the circus...

The show that stormed into the finals of the UK's primary TV talent show before going onto to become a West End and then international success is back to mark its 21st anniversary in spectacular style

In 2011, the Circus of Horrors took Britain's Got Talent by the scruff of the neck and remains the only circus to have reach the final stages of the competition. Subsequent appearances on TV shows turned a cult show into a household name, taking the extreme to the mainstream, yet refusing to compromise. Since then, the Circus of Horrors has appeared on The X Factor, The Slammer, Daybreak, Fairground Attractions, Who Wants To Be A Millionaire, Body Shockers, Fake Reaction, This Morning, Ant and Dec, The One Show and A Royal Command Performance.

Last year saw another giant leap for the show when it began a series of dates in London's West End, becoming the first circus to appear in a West End Theatre in a hundred years. 2015 has seen the Circus return to The Fuji Rock Festival in Japan as well as being the first ever UK circus to perform in Moscow, along with an astounding 10-night residency at London's O2. It's also managing to fit in a 100-venue tour of the UK, Ireland, Holland and the Channel Isles.

The Circus of Horrors started its gruesome history at the 1995 Glastonbury Festival and became an instant hit, touring all over the world from Chile to Chatham, Argentina to Aberdeen, Japan to Jersey, including festival appearances with Alice Cooper, Eminem, Motley Crue, Oasis, Iron Maiden, The Manic Street Preachers, Muse, Motorhead, Foo Fighters and many more.

The latest incarnation of the show, 'Welcome to the Carnevil' is set in Victorian London in 1899. Jack the Ripper is still at large and it's the age of the freak show as a young girl dreams of running away to join the circus only to see her dream become a nightmare in a decrepit and corpse-ridden

Carnevil, plagued by a swamp of killer clowns, sword swallows, demon dwarves, death-defying aerialists, and a Guinness World Record Holding Haircullian diva swinging solely from her hair.

The story twists and turns with grisly murders and sensational shocks – all interwoven with some of the greatest and most bizarre circus acts on earth and performed by an almighty cast with a forked tongue firmly in each cheek and the devil driven rock 'n' roll of Dr Haze and The Interceptors from Hell. If Quentin Tarentino ever directed La Cirque du Soleil, it wouldn't even come close. Welcome To The Carnevil continues at various venues across the country until the end of the year and you can find out details at [www.circusofhorrors.co.uk](http://www.circusofhorrors.co.uk). And, if you want to run away to join the circus, the Circus of Horrors has vacancies. Always vacancies...



## POTENTIAL DANGERS OF RIDING A MOTORBIKE DEHYDRATED



## On the waterfront

Most of you might look at this illustration and dismiss it as the sort of lecturing poster that you end up staring at while waiting for a doctor's or hospital appointment

But I spend a fair amount of time in the Arizona desert, so the importance of water has been drummed into me in the way that it probably isn't for most people who assume that the British rain will keep them hydrated from the outside in.

In the recent (albeit all too short) heatwaves, the first thought for many people is to get out on their bikes as quickly and for as long as they can. It's easy to forget to take a bottle of water with you or stop for a glass of squash, and what many people don't realise is that the effects of dehydration can be the same as those of drink driving. Research by Loughborough University has identified that the number of mistakes a rider makes doubles when they're thirsty, which is the same margin of error exhibited by those on the drink driving limit. In short, you're putting yourself and other people at risk.

Dehydration occurs when our bodies lose more water than they take in, disrupting the balance of minerals (sugar and salts) in the body and ultimately affecting how we function. Any reduction in physical or mental capacity will naturally affect motorcyclists' ability to ride and increase the chance of making a mistake or losing control. Insurance company Bikesure came up with this infographic (what we used to call a poster) to highlight the individual dangers and effects on the body. Some of them are common sense, but you may not be aware of all of those possible effects and dangers.

Enjoy the sun but think about what it might be doing to your body and your concentration. Grab that bottle of water, head for the road and, above all, stay safe. [Blue]

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See page  
**24**  
for details





## VIKING (UN)STOLEN

**After surviving the Isle of Man virtually unscathed, one of Victory TT electric race bikes was stolen from subsidiary Brammo's headquarters in Talent, Oregon, in July**

Fortunately the bike, which was ridden to third place in the Zero TT by Lee Johnston, was swiftly found, but some facts have emerged that makes us think that perhaps these were not the brightest bike thieves in the world. First off, they were local – the bike was found in a house not far from the Brammo facility. Talent is a town of just 6000 people and we can assume that the two men arrested were known to the authorities as it took the police just a day to find the bike and the suspects.

When the Victory was recovered, the rear wheel had been removed (presumably to sell on), but the bike also had broken bodywork and scuffs to the front tyre. Oh, and there was also a large Victory-shaped hole in the wall of the room in which it was found. Just how dumb do you have to be to steal a one-off racing motorcycle that's been seen across the world from your small home town – and then try and ride it inside your house? [Blue]



## NEW CONFEDERATE UNVEILED

**The South rises again as Alabama-based Confederate Motors unveil its new model, the P51 Combat Fighter. A 200 horsepower V-twin? Roll up and put your money down!**

Like its hugely successful predecessor, this second generation Combat Fighter rides on Confederate's brand new CX4 architecture. It's built entirely of 6061 aerospace billet aluminum, right down to the engine block and heads. Overbuilt machined fuselage plates located by machined bulkheads form a proprietary monocoque that, according to the company, is the stiffest, most fatigue-resistant and lightest chassis capable of housing the greatest amount of torque as a percentage of weight ever achieved in all of motordom. The result is the achievement of a goal that the company has sought since its inception: 200 big-block, air-cooled, push-rod, V-twin horsepower.

The new bike's chassis incorporates a structural intake box that ties directly into a CNC billet aluminum structural downdraft intake manifold, an industry first. The fuel tank is structural; huge billet blocks are machined and welded to create the bridge that connects the induction system to the massive swinging arm pivot machined into the unitized billet engine cases. Each front suspension girder and the rear swing arm are hewn from huge blocks of solid billet, to optimise structural integrity and fatigue resistance while minimising un-sprung weight.

You may like it, you may hate it – and Confederate has always been very much the epitome of Marmite in the bike world – but we should all be glad that there are indeed people out there prepared to break down the fences of convention. And if they can sell enough to keep going, then it's all the better for the bike world in general.

A total of 61 P51 Combat Fighter Special Editions will be created, one at a time, and the price? It starts at £72,500... [Blue]

## GEAR GREMLIN

**New from the Gear Gremlin range of motorcycle tools and accessories, the CO2 Canister Valve Adaptor makes light work of emergency tyre inflation**

Compact and light, the Adaptor can be left under the seat or stowed in luggage and forgotten about until required. When and if the unfortunate time occurs that you need some inflation, then just screw a Gear Gremlin CO2 canister into the bottom of the Adaptor and push onto the valve to release the gas and inflate the tyre. The Adaptor suits the Schrader valves found on most motorcycle and scooter tyres.

Much quicker and easier to operate than a hand/foot pump (and more compact too), the Gear Gremlin Valve Adaptor is ideal in situations where a tyre needs inflating quickly and easily, such as in the case of dealing with a slow puncture or a repaired tyre at the roadside.

A useful addition to any rider's emergency tool kit, Gear Gremlin's CO2 Adaptor comes in black or green and costs £6.99. Compatible CO2 canisters are sold in packs of three, at £7.99 per pack. For more information contact 0117 971 9200 or visit [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk).



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# All new Biker Products



## SHOCKSTRAP TIEDOWNS

You might think that a tie down is a tie down is a tie down. But not so. New ShockStraps claim to be unique by incorporating three basic elements into one product. First engineered in 1998 and widely recognised as the first significant advance in tie down and ratchet straps since they were invented, ShockStraps are now available for a range of applications. Unlike most tie downs which can loosen through vibration, ShockStraps maintain tension on the webbing, locking it into the buckle and acting like a shock absorber to keep loads safe and secure. This makes them quick and easy like a normal tie down, but with the reliability of a ratchet system and versatility of a shock cord. They are available in a wide range of lengths and colours and the company is constantly adding dealers at home in the USA and abroad. Contact [www.shockstrap.com](http://www.shockstrap.com) for more details.



## OHLINS BLACKLINE

Suspension company Ohlins has just unveiled its new striking 'Blackline' range for the V-twin market. The Blackline is based on the S36 twin shocks and, like all of the company's shock absorbers, is built with specific models in mind. Of either emulsion or monotube design, the dampers are also available with a piggyback external reservoir. All the products have adjustable spring preload and the shocks have been designed as an ideal upgrade for bikes running twin dampers. Oh, and any colour you like as long as it's black. For model applications and prices, contact your Custom Chrome dealer or visit [www.custom-chrome-europe.com](http://www.custom-chrome-europe.com).



## KIDDIMOTO HEROES

Somerset-based Kiddimoto has been producing balance bikes for kids since 2004, although it came to greater attention with an appearance on TV programme 'Dragons Den' (where owner Simon Booth struck a deal for investment with Duncan Bannatyne and Hilary Devey) in 2011. The company's products are designed as an introduction to two wheels, enabling children to gain confidence in balancing and steering. And, as Simon is a keen biker, he figured that they should look like motorcycles and not like kids' toys. Now, Kiddimoto sells a range that includes an Evel Knievel bike, choppers, scramblers and scooters, as well as a 'Hero' range; pictured is the Marc Marquez model, paying homage to the Spanish racer and current MotoGP World Champion. Hero Kiddimotos cost £139.99 and are available through [www.kiddimoto.co.uk](http://www.kiddimoto.co.uk) or through a wide network of dealers nationwide.



## FOLDING OIL FUNNEL

Wunderlich's folding funnel is a particularly neat idea that will make you wonder why you didn't think of it! Made of a flexible oil and petrol-resistant material, the funnel helps get the fluid where it should be, instead of all over your hands, the bike and the floor. Its flexibility also makes it easier to get to awkwardly located fillers than with a conventional funnel. Wiped clean and folded, it can be stashed away in a tool box or under a seat – no more searching hedgerows for used plastic bottles to cut in half! It can be used for most fluids, including oil and petrol, and costs just £6 exclusively from [www.nippynormans.com](http://www.nippynormans.com).



## KURYAKYN ROLLER BAG

Commuting by motorcycle is, without doubt, the best option of getting from A to B, but many people now balk at stuffing phones, tablets and laptops into a scruffy and inadequate rucksack. Kuryakyn's roller bag is an ideal solution which will also double up as a weekend bag, too. A removable inner divider gives the option of one big space or individual compartments, while side pockets provide additional room and padded electronic pockets will hold phones and laptops safely. Don't worry about how heavy it will be because, like suitcases, this bag incorporates a retractable handle and wheels. It's not the cheapest option at £313, but if you want a bag that's smart and businesslike, will keep your stuff safe and be easy to transport, then contact [www.mageurope.eu](http://www.mageurope.eu) for stockists.





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# LUCKY SEVEN

**For someone who is a world-renowned custom motorcycle builder, there is something curiously old-fashioned about Jeremy Cupp. Often it seems as if he doesn't belong to this modern world of CNC machines and computer programming, but to another time**

 **WORDS:** BLUE **PHOTOS:** HOLLY MARCUS

**L**iving in rural West Virginia, which – with all respect to the state – has never been known as a crucible of custom building, Jeremy's life revolves around his family and his bikes. And, despite appearances (and his big ol' preacher's beard) Jeremy knows plenty about machining and modern techniques and, yes, even computer stuff, but I've always thought he would fit best in the world of ninety years ago when the USA (like Britain and Europe) was filled with men building motorcycles in basements and garages and sheds. Back in the 1920s, there were hundreds of motorcycle manufacturers in America. Most were tiny concerns, often producing no more than a handful of bicycle-based machines, building by hand

for a market where bikes were the cheapest form of motorised travel.

But, within a few years, the vast majority of those pioneer companies were gone because of two things. When Henry Ford introduced the Model T in 1908, it cost \$850 which was around five times the average annual wage and thus out of the reach of many. Then Ford developed and refined methods of mass production and, in 1925, the price of the Model T dropped to \$280, making it widely affordable. People no longer wanted motorcycles when they could have a car. Some companies struggled on but the huge economic crash and subsequent depression of October 1929 put almost all out of business. Of those many, many manufacturers, only Harley-Davidson and Indian would ◀

**JEREMY KNOWS PLENTY ABOUT MACHINING AND MODERN TECHNIQUES AND EVEN COMPUTER STUFF, BUT I'VE ALWAYS THOUGHT HE WOULD FIT BEST IN THE WORLD OF NINETY YEARS AGO**











survive, albeit in different forms, into a new century. But, ninety years ago, I reckon that Jeremy Cupp would have been one of those trailblazers, working away with whatever tools were available to produce a motorcycle of his own design. Because that's just what he does today.

Unlike some American builders, he's always been open-minded about his builds. Not only have those projects used a variety of engines – Harley, Triumph (and, perhaps surprisingly, Hinckley rather than Meriden), Yamaha and BSA – but they've always bucked the prevailing trends of the day. Over the eight years since I first encountered Jeremy, he's built an average of one bike a year, which might seem a pretty low head count by anyone's reckoning. Yes, bear in mind that his company, LC

Fabrications (the LC stands for Lindsay Cupp, the initials of his wife), also produces a range of parts but it's not a huge output. But you have to know that LC Fabrications is what Jeremy does when he's not working a 'real' job, putting in fulltime hours in his stepfather's machine shop. It's perhaps another reason why I consider him a little out of time because he is prepared to put in the hours for the things that matter to him. When I was writing this piece he emailed me about some points. When I looked at the clock I realised it was 6.30am in West Virginia. Jeremy had already been up for three hours...

This dedication, along with natural talent and hard work, has brought him deserved acclaim. His 'TT Deluxe' Triumph was placed 6th in the AMD World

Championship of Custom Bike Building in 2009. He returned three years later with a hillclimb-inspired Ironhead called 'Old Black', and won the second place slot. There have been countless other awards and magazine features but Mr Cupp remains very much a builder's builder; he prefers to let his bikes speak for themselves rather than talk them up or oversell them.

LC Fabrications started as a bench at the back of the family machine shop and, over the last decade, has progressed to the point where Jeremy now has decent-sized premises in what was once the town theatre. It was a place he never thought he'd be able to afford, and that dream only came about when a friend offered to organise a raffle to raise cash, the prize being 'Old Black'. Jeremy thought it was a crazy idea that would never work. When he was finally convinced, the raffle was run, 300 tickets were sold and the result was one happy winner and one rundown old theatre for LC Fabrications!



**LC FABRICATIONS IS WHAT HE DOES WHEN HE'S NOT WORKING A 'REAL' JOB, PUTTING IN FULLTIME HOURS IN HIS STEPFATHER'S MACHINE SHOP**





In a way, this was only fitting as each of his previous bikes have been sold to fund the next, so the most successful build to date was able to finance not just a build but a building place!

'Seven', his latest build, was inspired by Harley-Davidson's CAC speedway bike. Back in the early 1930s, speedway had taken over in the USA from the infinitely more dangerous board track racing, but it was then a sport dominated by British JAP and Rudge machines. This stuck in the craw of Harley factory rider, the legendary Joe Petrali, and he was insistent that Harley should build a bike to challenge the Brits. The story goes that the MoCo was far less enthusiastic about this idea than its star rider and refused to finance such a project. However, it did allow Petrali to build a motorcycle at the factory on the weekends. Whether true or not, in 1934, Harley-Davidson unveiled the CAC racer.

The CAC was powered by a 500cc single cylinder engine which owed much to the JAP motor.

Harley trumpeted it as 'the result of much study and actual trial by our racing department' but production only lasted a year amid speculation that the bike was neither as fast or reliable as those it was designed to defeat. Only nine machines are known to exist, which probably indicates that Jeremy didn't cannibalise a CAC to create 'Seven'. So just what is the engine?

Jeremy says; "I always loved the look of the old CAC factory speedway bike and I wanted to pay a bit of homage to it in sort of a timeless fashion. For the engine, I obviously needed a vertical single but I didn't want some off-the-shelf JAP or anything." Then he remembered East Sussex's own Chris Barber and his 'Desmohog' which combined two Ducati 900SS rear heads with a Harley Big Twin bottom end. So he decided to try a similar idea, but utilising a Buell Blast as a starting point.

Using a 2001 Blast – Buell's sadly lamented 500cc single – Jeremy mated it to a Ducati 750SS ◻





## JEREMY DIDN'T CANNIBALISE A CAC TO CREATE 'SEVEN'. SO JUST WHAT IS THE ENGINE?

cylinder head, which was heavily modified (possibly something of an understatement) to sit on top of the Buell cylinder. Jeremy adds; "The entire cam chest was modified to use a series of idler gears to drive the lower belt pulley." Once again, 'modified' is a modest description of the work involved. Then he introduced a pre-1959 Triumph gearbox into the equation, modified to use a hydraulic clutch slave from a modern Triumph. The result is a hybrid engine which is actually better looking than the Harley motor it was seeking to emulate (and, if the rumours of the CAC's reliability are true, probably works better, too!)

A hardtail frame was fabricated out of .120 drawn over mandrel tube with a 32 degree rake at the neck, while the front end consists of a 23-inch rim and what Jeremy

describes as "an attempt to build a springer that both looks great and handles great. The rear leg is a modified 32mm Showa upside-down fork from which the springs have been removed, so these are dampeners only where the scratch-built springer portion carries the load." Called the 'Hydro-Springer', he intends to make a small production run for retail sale.

At the rear, a 21-inch wheel houses a perimeter disc with a set-up using two Jaybrake calipers with separate master cylinders so all the braking is on the rear wheel. The foot brake is the main method of stopping while a hand-operated brake backs that up.

All of the aluminium sheet metal was crafted by hand, something that is another indication of Jeremy's attitude







and determination. After Old Black was awarded the runner-up prize in 2012, AMD magazine asked him about the bike and Jeremy cheerfully explained that he didn't know how to shape sheet metal which is why the bike had a square tank. By the time the interview made it into print, the article was primarily about Jeremy's skills in crafting aluminium and steel and the like... Some people would have laughed it off or just ignored it, but young Mr Cupp was

motivated to learn how to actually perform the skill with which he'd been erroneously credited. He then decided that Seven should be polished which meant that there was no margin for error – or filler!

Seven is the first bike to roll out of the new premises and has already triumphed at the Handbuilt Show in Austin, Texas, earlier this year, while it's currently on its way to the prestigious invitational 'Artistry in Iron' in Las Vegas. There's little worry about Jeremy being seduced by the bright lights of Sin City – I'd lay money that, for the whole time he's there, he will be thinking about getting home, about how his vegetable plot is doing, whether his daughter (and erstwhile apprentice) Emmi is running riot in the workshop and how soon he can get back to his family and his bikes. Jeremy Cupp is a man who knows what's important in life. ☘





WORDS: ODGIE PHOTOS: ODGIE &amp; YODA

# BULLDOG BASH

**SHAKESPEARE COUNTY RACEWAY,  
STRATFORD-UPON-AVON, WARCS**

By their own admission the guys behind the Bulldog Bash went out on a limb last year. Trusting their instincts, they went back to basics, stripping the event back to its roots

**I**t proved to be a good move, one or two tweaks needed, as may be expected when you almost start again from scratch, but, for the most part, it was a pretty successful comeback.

So building on that solid foundation, they came back with the 29th annual version, much along the lines of last year, just adding those tweaks as needed. There was a time the Bulldog attracted the freaks – in the nicest possible way. Dudes with wild hair and even wilder eyes came down from the hills on obscure homemade motorcycles to do battle on the strip; the alternative crowd dreadlocked themselves down to the Bulldog every year, simply because it wasn't exclusively mainstream biker, but a wacky, whizz-fuelled rollercoaster of an event, always buzzing in so many different directions at once. But that was nearly 30 years ago. Times change. You can't provide an event for people who aren't there anymore. Custom events in

this country no longer attract 30 or 40 thousand souls: the scene is different.

Today's Bulldog caters for today. No frills, no fuss, just good music, good racing, good food, good bikes, good people, good times. You can go to the Bulldog knowing what you will get – no nasty surprises, and no disappointment, either. Solid is the word, and there is a lot to be said for an annual pilgrimage to a good, deep-down, honest-to-goodness biker blow-out, where you know you can get rat-arsed in great company, where you can forget your troubles for a few days and just be reminded of who we are and what we do and why we do it. The slimmed down version of the Bulldog has an ambience all of its own. The edginess of the old Bulldog was a buzz, but it often threatened to get out of control. Now it's more chilled out, more relaxed, yet still a fine old party. It's like your favourite rally, only bigger and with more going on, funfair, karaoke, stunt show, plus a







**TODAY'S BULLDOG CATERS FOR TODAY.  
NO FRILLS, NO FUSS, JUST GOOD MUSIC,  
GOOD RACING, GOOD FOOD, GOOD BIKES,  
GOOD PEOPLE, GOOD TIMES**







racetrack on the side. Load up the bike, head to Stratford, enjoy. Simple as that. Groovy.

And the bikes. Of course the bikes. It always comes back to the bikes (if it doesn't, either I'm writing for the wrong magazine or you're reading the wrong one). I was particularly impressed with the bike show this year. To see Destiny Cycles' Ramalamadingdong up close exceeded expectations, while Lamb Engineering's two exquisite creations are as uniquely different as they are collectively stunning. Ger Conlon's latest vision, a hand-crafted little beauty, was ridden all the way from Ireland and then had the rain polished off it when he got here. But there were a host of others, little tricks here and there, often missed the first time. You crawl all over a bike, thinking you've taken it all in, and then you see it again the next day and there, right in front of you, is another neat little detail that you wonder how you managed to miss the first time. A very surprised Chris won Best of Show with his 1125R Rotax-engined Buell (as featured in 100% Biker #196). It was a subtle but deserving winner, the judging deliberately emphasising home-built rather than professional builds, with a suitably broad spread of bikes taking trophies on Saturday night's stage.

Personal highspots for me were bumping into my mate

Richard, to discover he's working on restoring 'Nero' and 'Super Nero'. Yikes. Not the, er, 'representation' in the National Museum, but the real fucking genuine McCoys, George Brown's actual, actual bikes. If that doesn't make you gasp out loud, you're not old enough yet. Low point of the weekend was the guy on the brand new supercharged H2 Kawasaki, giving it a squirt as he went to turn off the top end of the track and it spitting him off, bike and rider going end over end. 20 grands worth of bike written off with no insurance plus a night in hospital. Bugger. Maybe there's an argument that 200bhp is best left to the Moto GP guys after all...

Oh and a story. The Bulldog always throws up stories. I got chatting to two young lasses, one only having passed her bike test two months ago, and her mate hobbling and walking with a stick, spinal injuries from far too many crashes already in a short life. Up from Kent, on their own, trailer with the two bikes behind the Land Rover (and proud of having unloading it themselves when they arrived in the disabled area). Kipping in the back of the Land Rover with a bad back meant it took them three hours to get up, struggle to get leathers on and get down to the start line. The first girl ran very respectable 14s on her 600 Bandit, a bike she's still learning how to ride, while her





**STILL THE SAME BUT DIFFERENT.  
EVOLVING TO SUIT THE TIMES.  
NUMBER 29 WAS A BLAST, AS EVER**



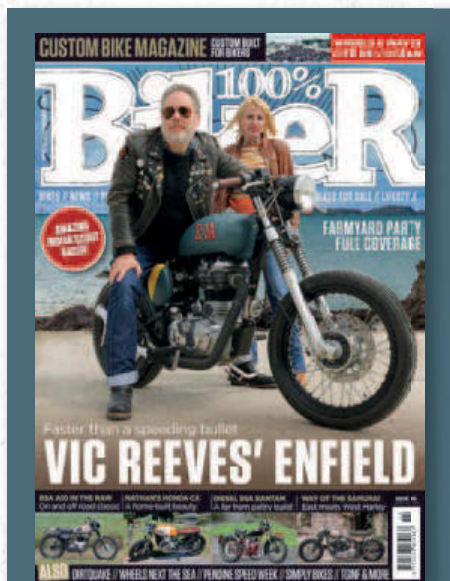
mate ran a stonking 10.7/140 pass on her Blade, coming a close second in the Ladies Class. Smiling through the pain. Inspirational. You gotta love it.

The Bulldog Bash. Still the same but different. Evolving to suit the times. Number 29 was a blast, as ever; the sun shone and we partied like we did when we went to the first one. Next year it will be 30. That's thirty years of the Bulldog. I'm proud to say I've been to every one so far, and, God willing, I'll be there for the next one, too. I expect it's gonna be a bit of a party. Tickets are already on sale. See you there. ☼



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# Biker Gear

» **TEXTILE JACKETS:** THERE ARE A HANDFUL OF DAYS IN THE YEAR WHEN IT'S TOO HOT - OR AT LEAST THAT'S THE RUMOUR - FOR EVEN THE MOST SAFETY-CONSCIOUS RIDER TO WEAR A LEATHER JACKET. AND, FORTUITOUSLY, TEXTILE JACKETS HAVE MOVED ON FROM THE RAGGEDY DENIM JACKET THAT WOULD FALL APART IF YOU TRIPPED OVER IN THE PUB, LET ALONE FELL OFF A MOTORCYCLE RATHER THAN A BAR STOOL.



**Draggin' Jeans** is famous for its Kevlar-weave clothing and now there's a zip up hoody in the range. Cut to look and wear like an ordinary hoody, the **Roo** is lined with **Roomoto** - Draggin's own abrasion-resistant Kevlar-based fabric - in key internal areas with CE-approved armour at the elbow, shoulder and back.

The **Roo Hoody** has an adjustable and removable hood, and thumb holes in the cuffs for easy and neat fitting under gloves. Our editor **Blue** has one of these hoodies and loves it: that's not her in the photo, though, as she believes the camera would steal her soul and someone else would steal her **Roo hoody**. Both are likely scenarios. For stockists, visit [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk) or ring 0117 971 9200.

**DRAGGIN' ROO HOODY** £139.00



**FURYGAN KENYA** £129.99

Although it looks like a simple Harrington-style jacket, the **Furygan Kenya** is made in coated polyester to resist abrasion and tearing and has shoulder and elbow for full protection without restricting movement (there's also a back pocket to which you can add optional armour). The lining is designed to maximise breathability and absorb moisture, while there's also connecting snap claws to hook the jacket onto your belt. Available in S-4XL in black, grey or brown from [www.jtsbikerclimbing.com](http://www.jtsbikerclimbing.com). We have no idea while it's called the 'Kenya' because we're really not sure how lion-proof it would be...



**AXE SHIRT** £220.00

Ideal for the young beardy rider who wants to look cool without the drag of conventional motorcycle gear that might actually protect him. Except the **Axe shirt** by **Crave** will as it's lined with Kevlar... The innermost lining is 100% cotton, while the outer shell is a cotton/polyester/lycra blend. Available in red or black plaid from [www.craveshop.com](http://www.craveshop.com), it will look ideal with your rabbit ears 'bars and skinny jeans. Less ideal is the price - and that's without the body armour to fit the pockets provided.



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## KNOX ALL SPORTS £229.99

Knox Studios' All-Sports jacket is designed for wear on and off the bike and for a multitude of activities. It's woven from a textured twill with an armoured layer and abrasion-resistant panels of stretch fabric across the shoulders and elbows, the idea being that you could wear this jacket anywhere. But it also works with Knox's Dual-Fit system (there's zips under the arms to remove the armour) and the exterior has a waterproof membrane which allows water to bead off the surface, keeping you dry in the British summer. The rubbed collar and cuffs are removable, while there's zipped vents for a cooling breeze. In sizes S-3XL, the All Sports is available in black or grey or all in black. Visit [www.planet-knox.com](http://www.planet-knox.com) for details.



## M65 INFANTRY JACKET £79.95

Exclusive to Mean and Green, this jacket features a vintage military style outer with a thick fleece inner. That makes for an incredible warm jacket during the winter months and, as the lining is detachable, it can be removed to create a lightweight jacket for summer. And then popped back in after the seven days which constitute summer have passed... Available in either black or olive green in S-XXL sizes from [www.meanandgreen.com](http://www.meanandgreen.com).



## SPADA STAFFY £159.95

Spada's 'Staffy' jacket is a classic waxed cotton jacket which echoes the style of the Belstaff Trialmaster, although without the Trialmaster's astounding RRP price tag of £595 (well, they have to pay David Beckham and Kate Moss somehow). It has a four-piece CE-approved Impact Defence System, storm flap and can be adjusted for fit at the waist, collar and cuffs. But, more importantly, it has antique brass closures and a tartan lining! Let's face it, tartan linings rock. Available in brown or black in sizes S-XXL, check out [www.feridax.com](http://www.feridax.com) for your nearest stockist.



## STOCKHOLM £149.99

If you prefer a jacket which makes you look like a traffic warden or an off-duty police officer, then Oxford Products' Stockholm jacket may be just the attire for which you're looking. It has everything you need in a textile jacket - removable waterproof lining, CE-approved shoulder and elbow pads (and pockets for optional back protector), external elbow protectors and water resistant vents. In addition, there's an external neck warmer, a removable inner jacket and a touch screen compatible internal phone pocket. But people will keep asking you what the waiting times for loading bays are and whether your parents were married. Visit [www.oxprod.com](http://www.oxprod.com).



## SPADA CORSA GP £144.95

Designed in a more sporty fashion than some of the other jackets pictured here, Spada's Corsa GP combines just about everything you would find in a leather jacket (except for, of course, a cow). It's made in high abrasion resistant polyester with a removable waterproof liner, zipped and tabbed cuffs (and sleeve adjustment), 5-piece CE-approved body armour along with reflective panels and SpaceTech mesh panelling. Available in black/grey or black/fluorescent (nice). For details, visit [www.spadaclothing.co.uk](http://www.spadaclothing.co.uk).



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# FASTEC RACER

In the years since café racers and then streetfighters appeared, both genres have evolved in different ways. Many have moved away from the original purpose in favour of style, and there's nothing wrong with that – anything that doesn't move on is eventually condemned to stagnation and obsolence. But it's a great pleasure to come across a bike that, to me, encapsulates the true ethos of both

 WORDS & PHOTOS: BLUE



**D**anny Starmer of Fastec Custom Racing (FCR) unveiled this gorgeous Suzuki GS750L at the Kickback show at Stoneleigh back in March. It had only just been finished so it was gracing the Fastec stand rather than being entered in the custom show (probably much to the

relief of the entrants in the Café Racer class!). While the GS might not confirm precisely to most people's image of a café racer, it's very much in the original spirit of making a stock bike faster by slimming it down and enhancing the performance, which, after all, were the same basic tenets from which the streetfighter

movement also sprang.

FCR is technically two businesses, both of which have emerged from Fastec Engineering, a precision engineering company based in Newmarket and specialising in CNC machining, much of it for the oil and gas industry where there's no margin for

**WHILE THE GS MIGHT NOT CONFIRM PRECISELY TO MOST PEOPLE'S IMAGE OF A CAFÉ RACER, IT'S VERY MUCH IN THE ORIGINAL SPIRIT OF MAKING A STOCK BIKE FASTER BY SLIMMING IT DOWN AND ENHANCING THE PERFORMANCE**









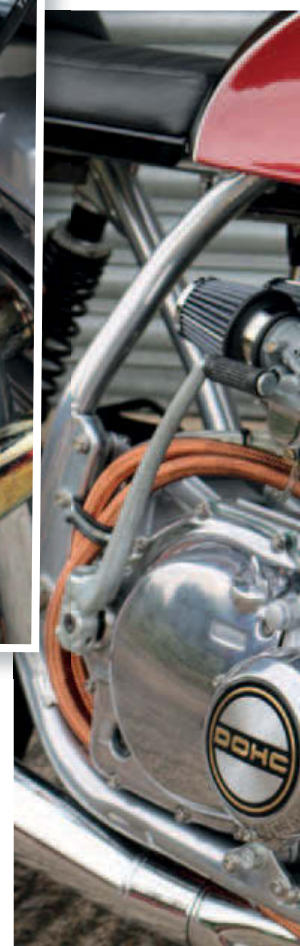
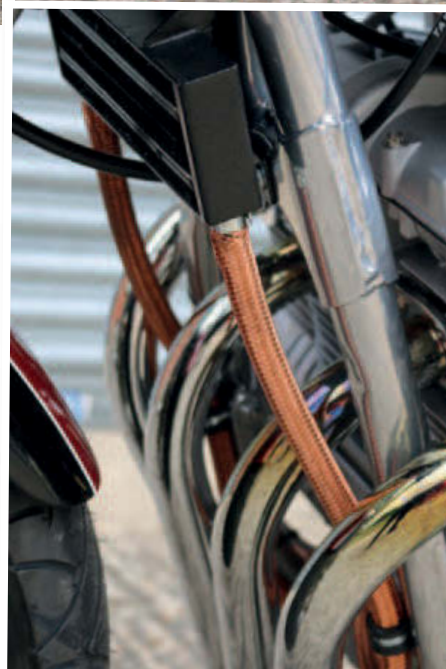
## JUST TWO DAYS BEFORE KICKBACK, IT WAS ALL HANDS TO THE PUMPS – OR RATHER THE PHONES – TRYING TO FIND A REPLACEMENT EXHAUST

error. In 2010, a separate arm, Fastec Racing, was set up to design and manufacture top quality motorcycle components. That has grown to include not only road parts, but many collaborations with race teams, whether that be in British Superbike or motocross.

Because, as well as making larger volume parts, they were also designing and creating individual items for specific race bikes and riders, that in turn led to Fastec Custom which not only makes custom parts but will undertake bespoke orders for customers. Both companies are known together as Fastec Custom Racing and its range of beautiful parts continues to grow. Sara, Danny's other half, was warned to check my pockets before I left their premises; it is known I am part magpie and like

shiny things, particularly when they're as elegant and jewel-like as FCR's range.

The racing side of the business has been working in partnership with MSS Performance (several of the parts made for MSS are featured on this Suzuki), East Coast Racing and K-tech Suspension, but the custom element is growing with a number of projects, including with names such as Gladstone Motorcycles, Down & Out Motorcycles and RedMax Speedshop. But, although this GS was built in part to showcase FCR parts, it is very much Danny's baby, as he explains. "The build has been in my head for a few years, but it actually took some 300-400 hours to turn it into reality, and, as these things do, it went to the wire as we raced to get it finished for Kickback.



"It wasn't as simple as thinking 'We'll build a bike' because we had to fit the project around the racing business – we started it right in the middle of the BSB and road race teams' winter testing, so we were flat out working with them to their deadline.

"I had a definite idea of what I wanted – looking from the





back of the bike it had to have one clean, straight line running along the seat pan through the petrol tank. The tank, subframe and tailpiece were the major part of the build involved in getting that right. We tried various tanks, along with cardboard mock-ups. Once we found the line that we were after, work could start on the tank to 'fit' the concept. We then had to cut and weld a GS750E to the shape that I had imagined, removing the lip at the bottom of the tank and cutting out and reversing the sides until, eventually, that look that I was trying to achieve was right. We were also keen to use all the parts that FCR currently manufactures because I wanted the bike to show off the engineered parts that we design and produce in house." ◻

# SPECIFICATION SHEET

## ENGINE:

1979 Suzuki GS750L inline four, carburettors stripped, cleaned and re-jetted to suit K&N air filters, Dyna S electronic ignition, Dyna coils, Taylor leads, Lockhart oil cooler, Cooper braided lines, Vance & Hines 4-into-1 exhaust system.

## FRAME:

Suzuki GS750 twin downtube, deluged and modified by Fastec Custom Racing. Subframe manufactured by FCR to suit tailpiece, battery and integral electrics tray.

## FRONT END:

17" Kawasaki ZR550 5 spoke wheel, 110/60 x 17" Pirelli Speed Demon tyre, Kawasaki ZR550 discs, Suzuki GSX-R600 SRAD calipers, Suzuki GSX-R600 SRAD forks, Kawasaki ZX10R adjustable yokes (designed and manufactured for MSS Performance by FCR) with new stem to suit Suzuki headstock, 270mm handlebars and 50mm clip-ons (also designed and manufactured for MSS Performance by FCR), stock left hand switchgear, right hand side removed, Suzuki GSX-R600 master cylinder, quick action throttle by FCR, standard gauges, Suzuki GSX-R600 SRAD mudguard, LED halo headlight from eBay, headlight bracket by FCR.

## REAR END:

18" Kawasaki ZR550 5 spoke wheel, 140/70 x 18" Pirelli Speed Demon tyre, Kawasaki ZR550 disc, Honda CBR600 caliper, caliper hanger by FCR, Honda CBR600 master cylinder, torque arm by FCR, Kawasaki ZR550 swinging arm modified to suite frame and braced by FCR, YSS Suspension shock absorbers, tailpiece by FCR, LED taillight.

## MISCELLANEOUS:

Heavily modified Suzuki GS750E petrol tank by FCR, seat pan by FCR and upholstered by GB Upholstery, Bury St Edmunds, rearsets by FCR, Goodridge brake lines, electrics box by FCR, wired by FCR with help from Mark at So-Low Choppers, LED indicators from eBay, cam cover end caps, caliper hanger, exhaust bracket, spindle nut locator, stainless bolts and air corrector jets all by FCR.

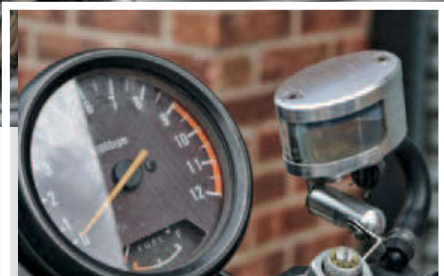
## PAINT & FINISH:

Black and red paintwork and white pinstriping by Hilary and Herbie at Hurricane Airbrush Art. Powder coating by H&S Powdercoating, Maldon. Polishing by Karl at Alloy Polishing, Bury St Edmunds.

## THANKS TO:

"All the crew at Fastec - a great group of people to work with; Mark van Driel for his contribution to the welding of the petrol tank and Mark at So-Low for help with the electrics."





But even when you have the engineering resources and skills to hand that Danny has, things don't always go as smoothly as you might imagine. Danny wanted a specific exhaust, but he could only find one in America. Figuring he had no other option, he duly ordered it online. The exhaust was dispatched and made it across the Atlantic, only to be held up in UK customs. HMRC was not particularly helpful, informing Danny that it couldn't give him a date when the shipment would be cleared and released. This, unfortunately was, two days before Kickback, so it was all hands to the pumps – or rather the phones – trying to find a replacement. It was, says

## ALTHOUGH THIS BIKE WAS BUILT IN PART TO SHOWCASE FCR PARTS, IT IS VERY MUCH DANNY'S BABY

Danny, a nightmare. And then he found one. Where? Sitting on the shelf at MAG Europe. In Manchester... MAG Europe sent it south and it arrived the day that the bike left for Kickback.

Although the Suzuki plays its part in demonstrating FCR's components, it is certainly no mere show pony and Danny has been thoroughly enjoying riding it. He says that the bike is "awesome. It's really fun to ride and tight into the corners and, for a bike from 1979, it actually stops!" In July of this year, the FCR crew went to The Mile, hosted by Malle London and entitled a 'gentlemanly motorcycle race and exhibition.' They had intended only to do the exhibition part of that

description but, once he was there, Danny couldn't resist the lure of the eighth-mile grass drag race competition. The Suzuki was entered and proved to be as impressive on grass as it is on tarmac. "The bike was brilliant," he says, "Traction was great, we had a blast – and we won ten out of twelve of our races!"

The #1 on the tailpiece might give you the idea that this is the first full build to come out of the FCR workshop, and you would be right. There are plans afoot for a Suzuki GS850 café racer and a 1200 Sportster Street Tracker. Danny has no plans to change this bike but, as he says with a smile, 'Nothing is ever finished, there's always another tweak to be made, so who knows...' ❖





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WORDS &amp; PHOTOS : STU GARLAND

# BARFLYS BIKERS RALLY

## LOWER LODGE INN, FORTHAMPTON, GLOS

It's funny how things turn out sometimes. Back at the beginning of July, I'd been long overdue a couple of pints and a bit of a catch-up with NABD Chairman and Slapped Arse Comedy Tour supremo, Rick Hulse, though the distance involved has ensured that such meetings have never been particularly easy to arrange



**T**hen, via a rare venture into the world of social media, I discovered that, a few days later, Rick was serendipitously scheduled to do Comedy Tour duty at a venue little more than a stone's throw from Chez Garland. The occasion was the Barflys Bikers' annual rally at the Lower Lodge Inn, near Tewkesbury, Gloucestershire, a scenic watering hole on the banks of the River Severn dating back to the 15th century that's also renowned as a well-established focal point for the local biking populace. Being a relative newcomer to the area, however, I had no idea that the yearly Barflys' shindig took place so close to home. It would, therefore, have been rude not to have at least shown my face for an hour or two.

Arriving at the gate, I'd been prepared to hand over the full rally entry fee, but, seeing the absence of luggage on my bike, the marshal waved me through. On proffering cash, I was told that I only had to pay if I

was stopping over, and you can only protest so much...

On a beautiful sunny Friday afternoon, things were already in full swing. Indeed, Rick was at the microphone (albeit somewhat belatedly, due to a horrendous 5-hour trip down from Manchester) and in the process of introducing the excellent line-up of acts constituting this particular leg of the Comedy Tour. It became immediately apparent that although the Barflys Bikers Rally might have been comparably modest in size, it was massive in atmosphere.

The Barflys comprise a small, informal collective of like-minded friends (they're reluctant to refer to themselves as a 'club') who got together some time ago with the aim of raising money for charity. 2015 marked the tenth year of their chief fundraising event, proceeds from which would be donated to the area's Air Ambulance, though that isn't the only cause close to the Barflys' heart. Their





## ALTHOUGH THE BARFLYS BIKERS RALLY MIGHT HAVE BEEN COMPARABLY MODEST IN SIZE, IT WAS MASSIVE IN ATMOSPHERE

commendable efforts during past months allowed them to call Rick up onstage at the rally and present him with a cool £1000 cheque in aid of the NABD. As Barflys' spokesman, Russ, said, "You never know – any one of us may find ourselves in need of the NABD at some stage in the future."

At one point during proceedings, I thought I'd spotted a familiar face, but no, it couldn't have been – I mean, he lives almost 300 miles away. Besides, the Paul Bainbridge I knew was loads slimmer and much better-looking. Oops, hello Paul... Accompanied by his good lady, Linda, Paul had made the fairly epic journey south from County Durham aboard his lovely naked R1 (which he admits may not be ideal for high-speed touring...). On the recommendation of a friend of a friend, he'd attended the 2014 Barflys' bash and enjoyed it so much that a repeat visit this year, which says much for the efficacy of word of mouth. And

there could hardly be a better testimonial for an event than the fact that someone is prepared to make a 600-mile round trip to be there.

I could certainly see why Paul and Linda had gone to such lengths. Having originally planned to drop in for only an hour or two, I finally, reluctantly, made my departure some five hours later, and made my way home dearly wishing I could have stayed for the duration. Ah well, maybe next year...

The Barflys Bikers would like to extend their gratitude to everyone who made it along to this year's event and look forward to seeing them all again in 2016. ☘



# INGLORIOUS CX

**I have noted over the last year – often with either bemusement or bewilderment – the rapid resurrection to favour of the Honda CX500 and its adoption as the donor bike of choice for customisers. And then I wondered if it was an age thing...**



**WORDS:** BLUE **PHOTOS:** TOM ARCHER PHOTOGRAPHY





**M**any of the up-and-coming builders who have taken the CX500 to their heart tend to be quite youthful and perhaps it's simply that they see Honda's first V-twin a little more objectively. Those of us of a certain age grew up thinking of what was actually a pretty revolutionary machine (not for nothing did Honda's advertising department launch it with the slogan 'First into the future!') as little more than a reliable and dull hack. Now there's a new generation who don't automatically think of the CX as a 'plastic maggot', mainly because

they weren't even born when the CX500 ceased production in 1983.

Curiously, no-one is really sure how many CX500s were manufactured. Back in the 1980s, Honda claimed 330,000, although other sources put the figure much higher. Even with their faults and their propensity to be ridden into the ground by couriers, there are still plenty of examples around at reasonable prices (although that is changing), which may be – along with the fact that they lend themselves surprisingly well to the current café racer trend – another reason why we are seeing an increasing number of CX customs.

Sam Evans is one of the young men who wasn't around when the CX500 was being sold new. He started his career as a junior race engineer and might well have been lost to the world of two-wheeled customising had he not been made redundant at the beginning of 2013. So he decided to do something that he really wanted, and that was build custom bikes. He then spent the next seven months at a local custom bike shop, learning as much as he could before taking the big step of starting up as Inglorious Motorcycles early last year. **●**







Since then, Sam has proved himself willing and able to take on (and improve!) what some might perceive as the ugly ducklings of motorcycling. Previous builds have included a Honda CG125, a Suzuki GN250 and a Honda CB400 Superdream. It was the latter which led more or less directly to the CX project. The first bike Sam built, the Superdream debuted at the third Bike Shed show and was then lent to 'Coast', a surf shop in Poole. There it caught the eye of a chap who was sufficiently interested to get in touch with Sam. After emails and phone calls, Sam travelled down to the south coast to meet the potential customer (who wishes to remain anonymous, so we'll just call him Mr X). At Coast over coffees, they

discussed what the customer wanted and what he initially wanted was the Superdream. But there was a problem: a girlfriend. It wasn't that the young lady had anything against motorcycles or the 'Dream – quite the reverse, in fact. She too wanted to be able to go out on the bike and the CB400 was most definitely a single seater.

Nevertheless, Sam figured he hadn't driven 200 miles just for a cup of coffee, so he fired questions at Mr X about what he particularly liked about the Superdream. It turned out that Mr X absolutely loved the 1980s Comstar wheels in their Firestone rubber, as well as the leather seat. He was also enamoured of the Scotchbriter Bates headlight, the clip ons and the finish of the



**THERE'S A NEW GENERATION WHO DON'T AUTOMATICALLY THINK OF THE CX AS A 'PLASTIC MAGGOT', MAINLY BECAUSE THEY WEREN'T EVEN BORN WHEN IT CEASED PRODUCTION IN 1983...**





**“WELCOME TO THE STAGE, A 1980 HONDA CX500. YEP, THAT GOOFY-LOOKING, PLASTIC FANTASTIC, DURAN DURAN SOUNDTRACKED, SUPER RELIABLE OLD WORKHORSE.”**

engine (black wrinkle paint with polished cases). But it would need to be capable of carrying a passenger and, it also emerged, a few more cee-ces wouldn't go amiss, either.

Sam says; “The only problem was choosing a donor bike. It needed to have the Comstar wheels (and I know they're like Marmite), but be big enough to

carry two people without looking too small. A Honda CB750 would have been a sensible choice, but the sound of a twin was important. So, welcome to the stage, a 1980 Honda CX500. Yep, that goofy-looking, plastic fantastic, Duran Duran soundtracked, super reliable old workhorse. The perfect base – 500cc, Comstars, big and chunky

looking with plenty of room on the back.”

Finding one proved to be one of the easiest parts of the project. With a donor safely installed in the workshop, Sam set about stripping it down and dispensing with all the plastics. Underneath, however, he found an ugly pressed steel frame. “So,” he says, “With all the unwanted brackets and pressed steel removed, I fabricated a new rear frame, along with repositioned shock mounts.”

He fitted an oval LED tail and brake light and then worked out where to locate the electrics box and the battery. The former found a home beneath the seat while the battery was housed in a box mounted to the back bone of the frame and finished with a leather strap. The required Bates headlight was fitted, along with neatly concealed and very bright LED indicators. A seat pan was fabricated and then covered with leather, hand dyed as per Mr X's request, while Sam then made up a new ◻





## SPECIFICATION SHEET

### ENGINE:

1980 Honda CX500 transverse 80° V-twin, re-jetted carburettors, foam pod air filters, custom made 2-into-2 baffled exhausts with titanium heat wrap and short upswept ends.

### FRAME:

Honda CX500, modified by owner with custom rear subframe and new shock mounts.

### FRONT END:

19" Comstar wheel, 4.00 x 19" Firestone Champion Deluxe tyre, drilled brake disc, stainless braided brake hoses, Honda CX forks, clip-on handlebars, leather bar tape, 40mm speedo/tacho gauges, LED warning light on dash, 5<sup>3/4</sup>" Bates headlight.

### REAR END:

18" Comstar wheel, 4.50 x 18" Firestone Champion Deluxe tyre, custom foot rests, LED tail/brake light.

### MISCELLANEOUS:

Custom steel seat base, upholstered in leather and dyed to suit, Motobatt gel battery, custom battery box, LED indicators.

### PAINT & FINISH:

Paint by Greg at Black Shuck Kustoms, Norwich. Powder coated frame, wheels, swinging arm and yokes. Scotchbrite and polished aluminium and chrome.



**MR X HAD ASKED THAT THE TANK BE PAINTED BLACK, BUT GREG AND SAM FIGURED THAT, NICE AS THAT MIGHT BE, SOMETHING A LITTLE MORE, WELL, INTERESTING WAS REQUIRED**

set of exhaust pipes, finishing them in titanium heat wrap.

Once everything had been meticulously stripped, cleaned, polished and rebuilt, then it was time for assembly. Paint work was sent to the young and talented Greg at Black Shuck Kustom in Norwich. Mr X had asked that the tank be painted black, but Greg and Sam figured that, nice as that might be, something a little more, well, interesting was required. Stippled paint is something of a trademark for Greg, and he suggested that he could use that effect

of the front of the tank, while the diagonal divide was Sam's idea. A brass effect 'Inglorious' logo was the final touch.

Given that this was the first 'plastic maggot' on which Sam had worked, he says; "Overall I'm really pleased with how it turned out. The bike has changed enough to make it stand out, but not so its original form is forgotten. That V-twin sounds really sweet with the lightly baffled exhausts, while it handles well, too. The customer was over the moon, saying, 'I didn't expect it to look that good!'. I'll take that as a compliment!" ☒






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WORDS & PHOTOS: MDM@FLAT-OUT.COM

## WEST CORK MOTORCYCLE DRAG RACE RAMBLE INN, HALFWAY, CO CORK, IRELAND

Anyone who's been to Ireland knows that the pub plays a very important part in any social event, whether it be a music gig, a motorcycle race meeting or even just popping out for a newspaper and some stamps

**T**he annual West Cork Drag Race meeting, organised by the West Cork Motorcycle Club, is no exception, with the pub in question being the Ramble Inn, in the village of Halfway (which is, almost predictably, halfway between Cork and Bandon), and just a hop and skip away from the drag strip. Okay, so it's quite a big hop and a long skip, as the track is about half a mile away from the bar, but the Ramble Inn is still a focal point. That's helped, in no small part, by the fact that the pub car park is used for scrutineering the night before the racing.

The pub yard appeared to be full of scrap which, on closer inspection turned out to be fascinating old agricultural equipment, rusting architectural ironwork, a dilapidated London bus (how did that get to Cork?) and an old yard building converted into a traditional smallholder's cottage, albeit with a painting of what seemed to be a scary nun on the outside wall. That was the main reason why I chose to blag some floor space in a hotel near the airport rather than camp at the pub. If I'd got up for a middle-of-the-night tinkle (I'm that age now) and saw the 'nun' through sleep-addled eyes, I'd never sleep again...

The Halfway drag strip is actually the bypass around the village, closed for the day and used as a two lane strip. It's the closest you'll ever get to illicit drag racing, racing on the public road, albeit in a law-abiding form. And thus there was none of the track preparation that you'd see at places like Santa Pod! Consequently, for bikes that have been developed to take advantage of the high level of grip at professional tracks, adhesion was hard to find. However, the flipside was the venue was ideal for those folk wanting to race their road bikes or, as was certainly the case here, Irish road racers wanting to try their hand at straightlining and, in the process, hone their starting techniques, too.

While drag racing isn't a popular sport in the Emerald Isle, given that there's neither a permanent drag race venue nor a national drag race series, the Cork event does have a surprisingly strong history, being part of the Ultimate Streetbike race series run by Tony Huck of Superbike magazine back in the '80s. In those days dozens of competitors – the likes of Steve Burns, Bill Hunter, Pip Higham etc – would travel over from the UK, although there's surprisingly few nowadays. Then it was a monumental task to get to Cork from





the ferry at Dun Laoghaire but, thanks to European funding, the road system from Dublin to Cork can now be undertaken in little more than three hours.

Despite the vagaries of health and safety concerns (which have brought in a set of distinctly un-Irish hoops that competitors have to jump through with regard to competition licences and scrutineering processes – helmets with built-in flip-down sun visors are banned, and international licences and repatriation insurance compulsory) there was still plenty of the traditional craic that you'd expect at an event in the Republic, and plenty of good-hearted banter in the paddock ensuring that those racers who'd made the effort to come over from England were made to feel at home.

It was actually those English guys (plus a few locals) who provided the big spectacle of the premier class with their mega-horpower turbo Hayabusas. 600bhp isn't unheard of with the Superstreet-spec machines, o

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## DESPITE THE VAGARIES OF HEALTH AND SAFETY THERE IS STILL PLENTY OF THE TRADITIONAL CRAIC THAT YOU'D EXPECT AT AN EVENT IN THE REPUBLIC

although the greasy nature of the public road, allied to the long and low chassis set-up, meant that much of their racing was spent trying to reduce wheelspin to a minimum while leaving long, thick black lines the full length of the quarter mile! You could smell the frustration as Garry Bowe, Dave Holland, Roger Simmons and local man Bernard Dorgan searched for grip with their long and powerful turbocharged 'Busas. A shorter wheelbase is imperative when the surface is slick, so the shorter chassis of previous winner Craig Mallabone's turbo Hayabusa, and local loons Karol Davern (turbo Spondon GSX-R) and Denis Kelly (turbo GSX 'Hardon' – half Harris, half Spondon) gave them a distinct advantage. These mega-power forced induction bikes were all in Class G, the anything-goes class that also included regular World Wheelie competition entrant Ted Brady riding Mel Nolan's drag chassis'd nitrous Yamaha FJ1200, complete with wheelie bars! Mel is a man most worthy of mention, as not only has he campaigned the nitrous Yam for many years, he also held the Irish landspeed record at 184.1mph, way back in 1981. And, yes, that was on a public road too!

Ted was the only competitor able to launch at anything approaching full throttle, and he was far quicker over the first sixty feet than any other,



although his advantage was being eaten up over the second half of the track by the turbo Hayabusas, which made for some nail-biting races in the eliminations. The Superstreet-spec turbo Hayabusas of Bowe, Simmonds and Dorgan all went out in a haze of tyre spoke and engine revs in the quarter finals, along with Denis Kelly, while the semis saw Mallabone defeat Holland, and the local duo of Davern and Brady seeing the slick 'n' bars set-up get through to the finish first. A close final ensued, in which Brady scorched off the line for a holeshot lead, only to be chased down by a hard-charging Mallabone, taking his fifth consecutive Cork win (the first person to do so), albeit while running half a second off his course record of 8.638.

The post-race celebrations and prize-giving were held, of course, in the Ramble Inn. You can't really beat just closing off a public road for a day and racing on it. If you need an excuse to head over to the Emerald Isle (and you shouldn't need any excuse at all), then Halfway Drag Race is as good enough as any. Oh, and you have to love an event that's sponsored by black pudding... ☒





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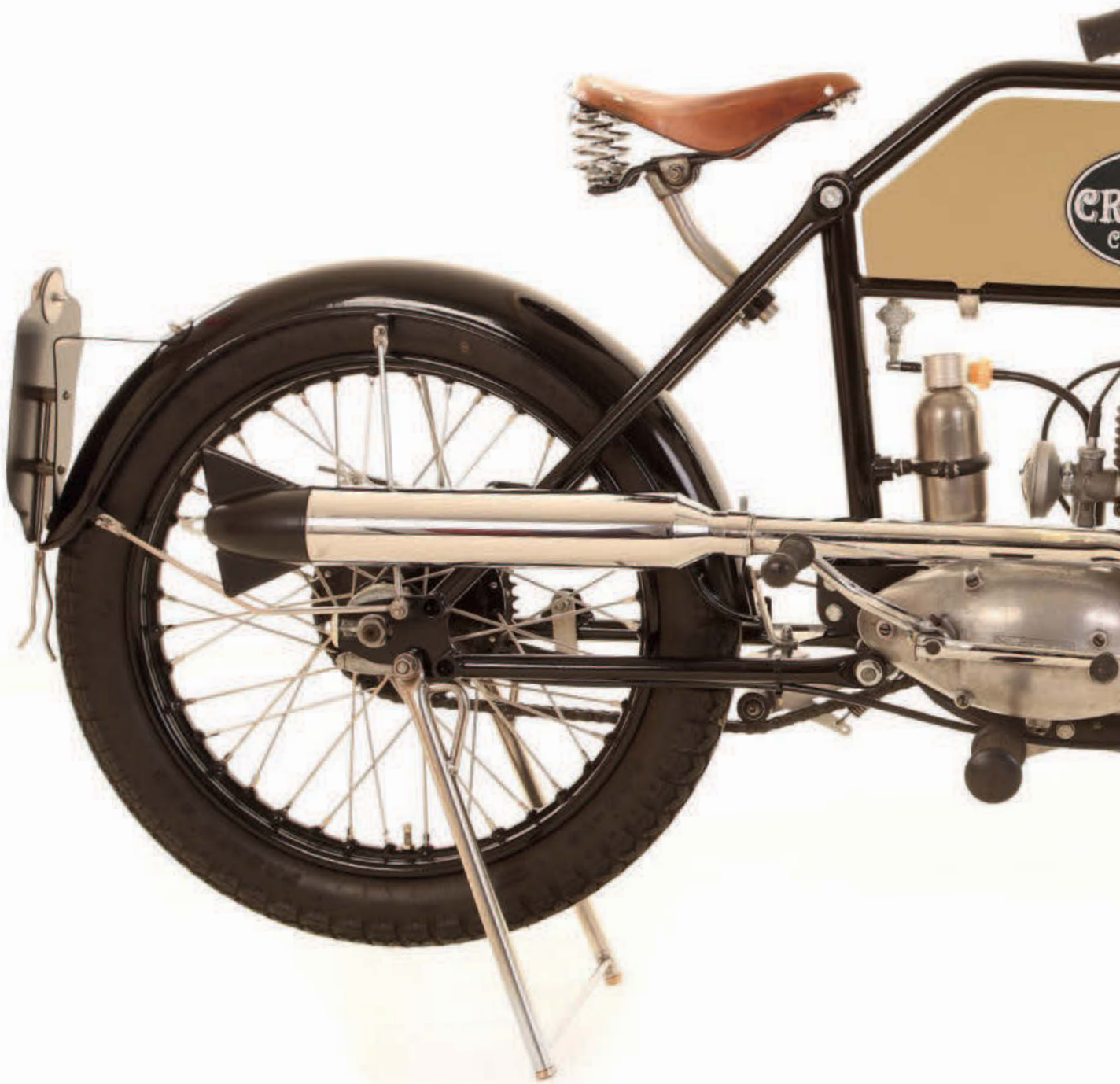
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# FIT AS A BUTCHER'S DOG

**Last autumn, while deciding on the winners of Twisted Iron, my fellow judges and I were united on the Best of Show choice. However, we were far from sure how it would be received by everyone else. After all, it's not every day that an innovative custom show is won by something that resembles a butcher's delivery bike...**

**WORDS:** CLIVE COOK & BLUE **PHOTOS:** FOCAL POINT PHOTOGRAPHY





**F**ortunately, it seemed that everyone had been similarly enchanted by the little BSA Bantam, and the selection met with universal approval. So I asked Clive Cook how it came to be and, as the builder, there can be no-one better to take up the story.

It all started at an autojumble. My brother Roy and I were trying to get rid of stuff we'd never use and when things started selling, I thought I'd leave him to man the stall and go and buy some more stuff! I spotted a BSA Bantam rolling chassis laying on its side under a table, £55 scribbled on a

## **I'D NEVER HAD A BANTAM BEFORE – MY EARLY BIKING YEARS IN THE 1980S WERE SPENT ON HONDAS AND SUCH LIKE – BUT I'D ALWAYS FANCIED ONE**

barely legible tag. I'd never had a Bantam before – my early biking years in the 1980s were spent on Hondas and such like – but I'd always fancied one...One quick transaction later and I now owned a Bantam.

Another foray yielded a complete 125cc engine and then the parts sat in the garage for a year or so. But, having hardtailed

my wife's old Kawasaki Z400, the custom bug bit. I was thinking about what to do next; I think you should try and push yourself with each project, so I decided I wanted to build a frame from scratch.

The Bantam seemed like a logical base, so I collected everything together and started some homework. The idea for the delivery bicycle theme emerged ◻





## SPECIFICATION SHEET

### ENGINE:

1950s BSA Bantam 125cc single, one-into-one exhaust with 'flying bomb' silencer.

### FRAME:

One-off rigid by owner.

### FRONT END:

18" spoked BSA Bantam wheel, 2.75 x 18" Cheng Shin tyre, BSA Bantam forks, handlebars by Crobba Customs, vintage Smiths speedometer.

### REAR END:

18" spoked BSA Bantam wheel, 3.00 x 18" Swallow tyre, trailer mudguard much modified by owner, number plate with integral round taillight.

### MISCELLANEOUS:

Slimline fuel tank by owner, spun ally oil tank, one-off front carrier by owner, hand-woven basket by Miriam, Brooks bicycle saddle.

### PAINT & FINISH:

By owner.







## I DID GET A FEW QUIZZICAL LOOKS WHEN I TOLD FRIENDS WHAT I WAS WORKING ON, BUT BY NOW I WAS SURE IT WOULD WORK OUT ALL OKAY

quite early on—I'd been thinking of making a homage to 1920s flat tankers and then (due to the diminutive size of the Bantam) I thought, 'Hmm, bicycle...' Next was the question of where the fuel would go. A very slimline tank was the answer and then it was a small step to making a butcher's bike!

Roy and I had already made a simple frame jig table, so I was keen to get a build going before he wanted to use it. The next few weeks of evenings was spent

hacksawing and filing seamless tube till it resembled my vision. My garage is under my house (and the neighbours) so I would switch off the power tools at 8pm to preserve community relations... The nice thing about TIG welding, though, is that it is nearly silent so I could weld away till late.

I decided to use most of the geometry from the standard Bantam frame as I figured this would mean no nasty surprises in the handling and looks department. I did get a few

quizzical looks when I told friends what I was working on, but by now I was sure it would work out all okay. I made a simple fuel tank out of 1.5mm mild steel sheet and tested it using air pressure and soapy suds (the same method I used to use when making 20,000 litre diesel generator fuel tanks).

I decided early on to try and use as many Bantam parts as possible for two reasons; I had a stash of spares and I wanted the heart of the bike to be unmistakably a BSA Bantam. I bent up a front rack for the bike but I never really thought about actually having a basket. However, a friend, Miriam, saw the build photos on Facebook ☛









**BSA BANTAM BUTCHERS BIKER**  
Crobba Customs brings home the bacon!







and offered to weave a bespoke basket—I couldn't refuse! I managed to do all of the other work myself, apart from soldering on the front brake nipple – my soldering is not up to much! The wheels were respoked with stainless spokes (eventually) after several false starts. The engine was sold to me as a 'good runner' and, bless him, the vendor was telling the truth. I wasn't going to have lights, but the small amount of electricrery that was left still caused me problems. Thankfully I could talk over my 'issues' during the build with one of my workmates, Paul, who knows his British bikes and their idiosyncrasies. He patiently talked me through what to check, and didn't once take the mickey out of my misguided efforts!

## I WAS WORKING TO A FAIRLY TIGHT BUDGET, BUT I DID SPLASH OUT ON A COUPLE OF PARTS. THE BROOKS SADDLE CAME UP ON EBAY AND I HAD TO HAVE IT

The bike was then stripped down for paint. I reckoned I could manage a simple paint scheme, but I did have some problems achieving a gloss finish on the frame, which I mentioned to my younger brother Allan who paints for a living. This was during the summer of 2014 and it turned out it was actually too hot to spray, especially outside during lunchbreak, as I was! That sorted, things soon began to take shape again.

I was working to a fairly tight budget, but I did splash out on a couple of parts. The

Brooks saddle came up on eBay and I had to have it. The rear mudguard is one of my favourite parts; I cut up an old six-inch wide trailer mudguard into four pieces and welded it all up again and it hugged the rear wheel just as I wanted.

With perfect timing Miriam produced the basket. She'd fitted it perfectly to the carrier and it looked marvellous! After an entertaining ride to the MOT station 15 miles away, the Bantam was legal. However, the plate I'd welded on to hold the seat post was made out of too thin a







gauge material and my 10 stone bulk and the rough Devon lanes was enough to twist and break it. I was gutted at the time, but a couple of evenings' work saw a more substantial piece of plate welded in

and the paint re-done in that area. Since finishing the Bantam, my employment 'finished'. Whilst wondering what I was going to do for work next, I started filling my time making things (namely custom motorcycle handlebars) to bring in a little cash. I also started doing some work on friends' bikes for cash rather than for love. To cut a long story short, I've taken the plunge and rented a small workshop to start a custom motorcycle fabrication business called Crobba Customs. It's early days yet and I'm going to concentrate on bespoke handlebars for the time being, but I couldn't be happier. Not many people get the chance to do their dream job, so I'm going to grab it with both hands... ☘





WORDS &amp; PHOTOS: BLUE

# HOT ROD HAYRIDE

## BISLEY CAMP, BROOKWOOD, SURREY

As far as I can remember, the Hot Rod Hayride has generally been blessed with good – or certainly reasonable – weather. Mind you, seeing as I can't remember what I had for tea last night or whether I put pants on this morning, this is not a reliable benchmark

I seem to recall that there was a slightly damp soapbox derby on the Sunday in 2012, and a couple of sharp showers in other years, but nothing that could dampen the spirits for long. So, when I came across a weather forecast for this year's Hayride that pronounced in doom laden language that an entire month's rain would fall in one day I didn't pay it much heed. I tend to look at all the forecasts until I find one I like, anyway. Besides, as I left home on Friday morning it was a pleasant if unremarkable day. However, this is the problem with living on the far eastern edge of this country; quite frequently by the time it reaches us weather has just, well, run out.

Four hours later, as I sat on the M25, I thought, 'So this is what a month's worth of rain in one day looks like...' Add to the weather and consequential flooding the fact that it was the first Friday of the school holidays and much of the country appeared to have just ground to a halt. When I eventually

arrived at the Hayride the entrance wasn't the usual busy, bubbling melee of people, cars and bikes, but populated only by the gate staff who'd either drawn the short straw on shifts or had foolishly let on that they had wellies and waterproofs. The first question that anyone asked was 'How long did it take you to get here?' (The answer to that, incidentally, was five and a half hours, which was nearly two hours longer than it had taken the previous year in a 1931 Model A, despite three breakdowns and fitting two new fuel pumps by the side of the road).

Eventually the rain stopped for an hour ('It'll only be for an hour and then it'll be raining again by 8pm,' said my mate Tom's girlfriend, Emily. She was absolutely right and, rather worried about those witch-like powers of divination, I was very polite to her for the rest of the weekend). But, by then, people had either found places to hole up or were putting off their arrival until the next day. However the weather had one interesting consequence. Normally it's easy





**THE FORECAST SAID AN ENTIRE MONTH'S RAIN WOULD FALL IN ONE DAY BUT I DIDN'T PAY IT MUCH HEED. I TEND TO LOOK AT ALL THE FORECASTS UNTIL I FIND ONE I LIKE...**

to tell first time Hayriders from regulars by their vehicles or their dress, but this year newbies and oldies were divided by where they camped. This was no official trouser turn-up apartheid, but simply that those who were familiar with the site knew the right places to camp and stayed relatively dry while those who weren't ended up with rivers running through their tents...

Such torrential rain on a Friday has the potential to kill an event stone dead, even if the rest of the weekend is fine. But here the Hayride has an advantage over many other shows in that it has been completely sold out for the last three years. As it turned out, co-organiser Anna Porter told me there had only been 100 'no shows', which is a very low attrition rate for an event which attracts thousands of people. Quite where those thousands were hiding on Friday I'm not sure; the Pavilion, which is normally crammed with people and bikes parked outside, was

almost deserted and just a couple of motorcycles shivered in the rain.

Fortunately, things had done a complete about face some twelve hours later with the sun struggling out and the site – thanks to closely manicured grass and proper roads – dried out surprisingly quickly. After a spot of breakfast, it was off to the Tongham Motor Club's circuit, some forty minutes down the road in Hampshire. This was an opportunity for people to thrash their pride and joys around a dirt track in the hope that nothing would break and they would still be able to drive home. The tales of horrible journeys ☛





continued – it had taken my friends Damien and Nicky more than five hours to reach Bisley in an open hot rod. It had poured with rain all the way. Damien took the rod onto the track and finished second in the racing, which was one way to dry the car out if not himself. Alas, this year bikes were barred from the racing. I'm not sure why, but I'd wager that Health and Safety was involved. Ironically, last year there were a couple of cars involved in minor collisions with the safety fencing, but all the motorcycles remained upright and in one piece, and many people (myself included) were disappointed not to get a repeat performance of Chris Hatton throwing his rabbit-barred Sportster around the track with jaw dropping ease.

Back on site, the atmosphere was more mellow than usual; it felt distinctly more laidback and not

as crowded as last year. Off on a wander around the site (which seems to get bigger and more Alice in Wonderland-like each year), I got the impression that people were holding their own little gatherings here, there and just about everywhere. For some reason – and I never found out why – the allocated motorcycle camping behind the Wall of Death had been turned into a compound and, unlike everywhere else, surrounded by Harris fencing. Perhaps there had been reports of feral bikers, but they seemed quite calm to me.

The Hayride has come in for some criticism in recent years, complaints of too many bikes, too many newcomers. But this year the balance seemed to have redressed itself rather nicely. There is undeniably a crossover of the hot rod and the custom bike scene (modern bikes look firmly out of place here). I spent





## FOR SOME REASON – AND I NEVER FOUND OUT WHY – THE ALLOCATED MOTORCYCLE CAMPING BEHIND THE WALL OF DEATH HAD BEEN TURNED INTO A COMPOUND

time talking to regulars Martin and Christine (and Dexter the dog, who also has several Hayrides under his collar) who I first met when photographing Martin's Yamaha XS650. That man in the Studebaker truck? Mellie whose Velocette was in 100% Biker #189. Partaking of light refreshment on the pavilion balcony – Paul, owner of a Plymouth Duster, and a long line of custom bikes, at least one of which I've featured in a magazine. Over there, another Paul, possessor of a hugely enviable array of cars and motorcycles and best known as the man who is Krazy Horse Custom Cycles. And so I could go on.

And that was, to our dismay, the one good day out of the three. Overnight the rain swept back in with a vengeance, ruining the Sunday morning market and the much-loved soapbox derby. It was felt that the course for the latter would be

much too dangerous, although I thought it might add a certain frisson to the proceedings. This is, of course, easy to say when you have absolutely no intention cramming yourself into a box and hurtling down a slope, no matter what the weather.

There are few events where rain can bucket down for two out of three days and yet you don't feel short changed. I felt sorry for those people who'd clearly spent a lot of time creating hand crafted soap box racers, but there's always next year when the Hayride is due to return to Bisley. Just with less water, please... ☒




# HAPPY MACHINE

**Andy Niemi from Finland is a real personality. Completely tattooed and always wearing a funerary top hat, he is actually one of the friendliest people you will ever meet. Riding choppers and making friends is the main part of his life; when Andy's not in his garage working on one of his creations, then he's probably out on the road...**

 **WORDS & PHOTOS:** FLORIS VELTHUIS







**A**nyone who takes even a passing interest in the Scandinavian chopper scene will know Andy and the radical bikes he builds. 'Cloud 9', built in a typically Swedish style, was a past ride, but perhaps even better known is 'Mala Suerte', a Knucklehead rat on which he covered countless miles.

His latest project is this Panhead, a 1970s-inspired chopper with a stepped seat and a sissy bar, the tip of which sometimes disappears in low cloud (low bridges are not the friend of this bike). To many, it might look totally impractical, a bike of which to pose rather than ride, but Andy has toured

all over Europe on this Pan. He is Finnish after all, which means he is inherently mad! He's also a biker of the old school; adventure is everywhere that there's asphalt and he's happy to survive for weeks without the simple luxuries we all tend to take for granted.

Andy says: "I've been around the bike scene for twenty years. At first I built bikes for myself and my friends. Then it was for friends of friends ... and so it grew. I decided to start my own business and Flying Choppers was, for me, the perfect company name. It describes how it feels to ride - riding choppers with wings, that's freedom! Some companies choose names which include words like 'death', 'skull', 'black', 'iron' and ◻

**TO MANY, IT MIGHT LOOK TOTALLY IMPRACTICAL, A BIKE OF WHICH TO POSE RATHER THAN RIDE, BUT ANDY HAS TOURED ALL OVER EUROPE ON THIS PAN**





so on. I don't understand why people want to be so negative. I'm not like that. For me, the whole 'chopper spirit' is a symbol for relaxing, friendship and fun, all the good stuff without aggressive thoughts!"

With its bent forks, the Panhead does indeed look radical, but Andy has genuinely put thousands of miles on it, complete with a primitive jockey shift and without the benefit of a front brake. I met him at the Kustom Kulture Forever show in Germany, to which he'd ridden from Finland, a distance of over a thousand miles. (After KKF, he carried on to Punta Bagna in France the next weekend, another thousand miles!) Unsurprisingly, his first priority was a bit of partying, which is why I had to wait a few days to catch up with him for this photoshoot.

Arriving in Germany before the show, he'd found that the engine was in some distress, so he called upon his friends Aad Heemskerck and ace motorcycle designer and builder Mark van der Kwaak to



help out. "It was a huge job," says Mark, "Because the engine was pretty worn out!" Once done, the engine will now roll on for thousands of miles.

It's something of an arduous task to pin Andy down to specific technical information about the chop. It's not that he doesn't know – indeed, he knows exactly where every part came from and from whom he got it – but, to him, the list of components isn't important, it's all about the story. The most striking element are, of course, those very narrow and curved forks. Andy explains; "I made the forks in 2006 as an example of my Flying Choppers logo. The forks have since been remodelled several times for various projects, but I was never satisfied with the







**IT'S TOUGH TO PIN ANDY DOWN TO SPECIFIC TECHNICAL INFORMATION ABOUT THE CHOP. HE KNOWS EXACTLY WHERE EVERY PART CAME FROM AND FROM WHOM HE GOT IT – BUT, TO HIM, THE LIST OF COMPONENTS ISN'T IMPORTANT, IT'S ALL ABOUT THE STORY**

look. This Panhead is the first bike on which the front end has found its natural home. The bike is composed of all sorts of parts that were in my garage. Many are bits that other people threw away, while the rest I made myself.”

That conglomeration of old and used parts gives the Pan a wonderful patina. The seat is worn and scuffed, while the oil tank is covered with 1970s stickers – the real thing and not modern day trendy reproductions. The peanut tank was fitted with a practical if basic fuel gauge and retunnelled so that it sits high on the tank. Friends have left their own comments on the tank in pencil!

Andy says: “The Panhead engine has been made as reliable

as possible by using pistons with low 7:1 compression because I want to ride long journeys without problems. I never use engines newer than a Shovelhead. I just can't – modern engines have electronic components and sensors and stuff. Obviously, these parts have a function, but, well, it's all rubbish! You never know how long it will intact and keep working. And what do you do when it's broken down on the roadside? Electronics are impossible to fix. My philosophy is: Avoid that new stuff. Why? The world economy is based on business. When products are durable, people never need to buy something new. Therefore they nowadays make crap. That's business. I teach my clients how





to maintain and repair their bikes themselves. This is just my philosophy, I think that the world needs to wake up!

"I have inspiration enough for many new bikes and I won't do the same kind of bike again. Most bike builders have their own look. But I try to produce different styles, each with a different angle. That's the way I'm trying to work."

After we shot these photographs, Andy threw his saddlebags onto the bike and set off for France, after which he was

**"I NEVER USE ENGINES NEWER THAN A SHOVELHEAD. I JUST CAN'T – MODERN ENGINES HAVE ELECTRONIC COMPONENTS AND SENSORS AND STUFF."**

then heading to Barcelona. "I've made the bike as comfortable as possible. I can spend hours and days riding without having to look angry! Having good times with friends during my trips, that's what it's all about. Thumbs go up where ever I ride and people come to me because they are very curious

about my motorcycle and the chopper culture. It doesn't matter what country I am in and whether we speak the same language. I like to go to places I've never been. Sleeping in a tent and cooking food on a wood fire – the simple, primitive life appeals to me and it doesn't cost too much!" ☘





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WORDS &amp; PHOTOS : BOSUN

# MEDUSA WMC'S SHOW US YOUR RIDE

## FLYING HORSE, BOUGHTON ALUPH, KENT

it's been a few years since I attended Medusa WMC's Show Us Your Ride and I have to hold my hands up and say that was a big mistake on my part, but one I set about rectifying this year



**A** blustery and rainy morning made for an interesting trip into deepest Kent. Accepting that I am navigationally challenged, I'd even prepared by first looking at a map and then fixing it to my tank so I wouldn't get lost. This worked very well until the map blew off and was never seen again. Fortunately, shortly afterwards, the rain passed and it turned into a glorious afternoon, and getting lost in sunshine in the Garden of England is never that much of a hardship.

And yes, I missed the pub. Believe me, I'm as surprised as you. But it turned into a very pleasant if unexpected – okay, not that unexpected, given my reputation for getting lost – detour through some of the finest bluebell woods I've ever seen. By the time I finally reached the Flying Horse (I saw some other bikes and turned around to follow them. Luckily they were going to the show and I didn't end up rather embarrassingly following them home. I'm not saying that hasn't happened

before...) I was in a cheery laidback mood, which was very much the feel of the show, too.

The Flying Horse has the curious look of a chapel about it, thanks to the unusual arched windows which date back decades. And, what is a pub if not a church for beer, so it seemed quite appropriate. The field behind the Flying Horse was steadily filling up and I found a place for my steed opposite Shadow Motorcycles' 'Beartrap', the only bike I know which boasts a garden fork as a seat. According to builder Reg Hicks it's actually very comfortable, but as Reg is a mad as a sack of annoyed eels, I'm not sure how much I can trust his opinion.

Interesting vehicles were continually arriving, including a wide array of things three-wheeled. There were the interesting juxtapositions of the enormous V8 Cobra trike being ridden by a gentleman of quite diminutive stature who was followed by a chap who topped six foot and was riding a tiny but





incredibly neat VW trike. It made me smile.

A long and low green Suzuki with a polished metal tank won Best Chop, a Triumph TRW I liked very much and a Yamaha RD250 took Best Classic and Best under 350cc respectively, while honours for Best Custom went to Dicky Want's lovely blue Harley Ironhead. The prizegiving was short and sweet and the winning bikes were then lined up in the pub's beer garden so everyone could see what had won what.

The band played an eclectic mix of music, which startlingly embraced Abba, Nirvana and The Darkness among others, but was actually good fun. The show also had something of the feel of a village fete with the stalls including not only those you might expect at a bike show, but also a popular 'Bash-A-Rat' attraction. This was a rat of the stuffed and furry (and possibly not even real) type, but I noticed that Reg Hicks didn't park his bikes too close just in case someone got the wrong

**I FOUND A PLACE FOR MY STEED OPPOSITE  
SHADOW MOTORCYCLES' 'BEARTRAP',  
THE ONLY BIKE I KNOW WHICH BOASTS  
A GARDEN FORK AS A SEAT**

idea. Oh and there was a cake stall. A proper, laden, enticing, gooey, seductive, entrancing, tempting cake stall. It would have been rude not to.

Having helped to organise events myself, I know how time consuming and hectic the running of a show can be, but the ladies of Medusa WMC got the balance just right, remembering that this was their party too, and they seemed to be enjoying every moment of it. I promised I wouldn't mention the dancing or tree climbing incidents. So I haven't... ☒



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# GAME, SET & MATCHLESS

**There seems to be a flash of interest in old British bikes at the moment, and not just the headline-grabbing top-of-the-rangers like Bonneville, Commandos and Gold Stars, or dream garage lottery wins such as V-twin Vincents and Broughs**

 **WORDS & PHOTOS:** MDM@FLAT-OUT.COM


In fact, it's probably because of the huge costs related to the purchase of the most well-known models that people are looking to more prosaic bikes as an alternative.

But what's refreshing – speaking from the point of view of a bloke who believes that leaving anything standard is as close to heresy as fuck is to swearing – is that there isn't the demand or pressure that the bikes in question should remain as the factory intended. One hundred per cent standard isn't the bench mark any more. Could it be that the classic rivet counter is becoming extinct, ousted by new age hipsters prepared to spend more on what were once deemed as lowly commuter bikes (or, for that matter, beard oil and moustache wax) as any of us long-term bikers have ever spent on our Sunday Best bike?

Hardly. The hipsters are welcome to their worn-out dispatchers' hacks, overpriced airhead Beemers and ultra-coiffured facial fuzz, as the real cool stuff that I'm talking

about is the forgotten Brits – bikes that the self-acclaimed pub expert will guess at the identity and get entirely wrong. The bikes that were overshadowed by Bonnies and Goldies, the bikes that were workaday commuters and essential transport, not just Sunday toys. Bikes like the Matchless G2.

Part of the working conglomerate at Tollbar Finishing & Machining, Nick Lorenti had a hankering to buy a British bike to do up, as an alternative to the various Japs on which he had been working on. So he did a search on eBay and came across a guy selling a few old ones. Naturally, he paid the fella a visit and, after having a look, fell for a loosely assembled Matchless. As it happens, the Matchy in question wasn't quite as lowly as a small capacity single cylinder Brit might seem, as it was the factory hot rod 'CSR' version. No air-cooled 350cc single is going to be especially awesome in the performance department, but it is slightly more awesome than the standard plodder.

As the name suggests, Tollbar 

**COULD IT BE THAT THE CLASSIC RIVET COUNTER IS BECOMING EXTINCT, OUSTED BY NEW AGE HIPSTERS PREPARED TO SPEND ON WHAT WERE ONCE DEEMED AS LOWLY COMMUTER BIKES?**











## PART OF THE WORKING CONGLOMERATE AT TOLLBAR FINISHING & MACHINING, NICK LORENTI HAD A HANKERING TO BUY A BRITISH BIKE TO DO UP

Finishing & Machining – which comprises Nick, along with Chris and Debi Creasey, has the ability to paint, polish, powder coat and machine anything that they please. Which, of course, included the Matchless. It was steadily put back together while Nick decided on the finish – it being very much his project. While much of the componentry was going to remain standard, albeit with the Tollbar finishing, he didn't like the big ugly side panels that the CSR has as standard and wanted some more svelte items made from shiny aluminium instead. So Chris machined a pair from billet and Nick subsequently polished them. With some bulk removed thanks to the new side panels, the visual (and physical) lightening of the bike was continued with the fitment of a

pair of aluminium mudguards and by taking the voluminous standard chain guard and placing it in a dark and secluded corner of the workshop. And leaving it there.

The frame, swinging arm, yokes, etc, were powder coated black, while the standard tank was painted in a beautiful shade of deep candy red. Aside from adding some glamour to the Tollbar workshop, Debi gets involved in the projects, too, and it was her fair hands that reupholstered the seat.

As one of the last of the Matchless lightweights, the '67 model had the highest spec, with a sky high compression ratio of 9.5:1, coil valve springs and a heady 20-or-so bhp, enough to propel the wee single to over 80mph if the wind was in the right direction and the rider's trousers weren't too baggy. But







## IT'S ONE OF THOSE UNDERSTATED BIKES THAT JUST LOOKS LIKE IT'LL BE FUN TO RIDE. AND, ACCORDING TO THOSE THAT BUILT IT, THAT'S EXACTLY WHAT IT IS

this CSR has been tweaked further, with the pre-unit powerplant (yes, those cases do make a valiant effort at making it look like it's unit construction) not only being bead-blasted and polished to within an inch of its life, but also having a rebore to a punchy 375cc, a sporty cam slipped in, and the cylinder head skimmed and gas-flowed.

Once you've gone through the starting process – and finding the correct amount of throttle, choke and carb tickling is all part and parcel of building a relationship with any old Brit bike – the Matchless is a joy to ride around the Lincolnshire country roads. Both Chris and Nick are happy with how the Matchless has turned out, but even so, it's now up for sale. When

I photographed it, back in April, it had just gone through the MoT, and the DVLA had been contacted for a new style log book as it still had the original old buff log book! Interested potential purchasers should give Chris a bell on 07507 141648 or drop him an email at [tollbarfinishing@live.com](mailto:tollbarfinishing@live.com).

It's quite obviously not a radical custom bike, but that's not the point. To the uneducated eye, it looks very similar to a model that rolled out of the Plumstead Road, Woolwich factory, only significantly cooler. It's one of those understated bikes that just looks like it'll be fun to ride. And, according to those that built it, that's exactly what it is. And that, in my book, is a result. ☘

## SPECIFICATION SHEET

### ENGINE:

1967 Matchless G2 CSR single, bored to 375cc, skimmed and gas-flowed head, big valves, sport cam, Amal carburettor with velocity stack, standard one-into-one exhaust with wrap.

### FRAME:

Standard Matchless G2 CSR frame, standard footrests and hangers.

### FRONT END:

17" wheel, 3.25 x 17" Avon S-M MkII tyre, AMC telescopic forks, standard yokes, wheel, drum brake, headlight and handlebars, aftermarket switchgear, Smiths clocks, aluminium mudguard, Doherty grips.

### REAR END:

17" Matchless wheel, standard swinging arm, wheel, drum brake and torque arm, aftermarket shocks.

### MISCELLANEOUS:

Standard petrol tank, billet aluminium side panels, aluminium rear mudguard, seat recovered by Debi, wiring loom done by owner, Lucas tail light, toggle ignition switch.

### PAINT & FINISH:

Candy red/brown paint done in-house, powder coating of frame, swinging arm etc all by owner, engine bead-blasted and polished, and all other polishing in-house at Tollbar Finishing & Machining.

### THANKS TO:

"Everyone who put up with us while doing the build."





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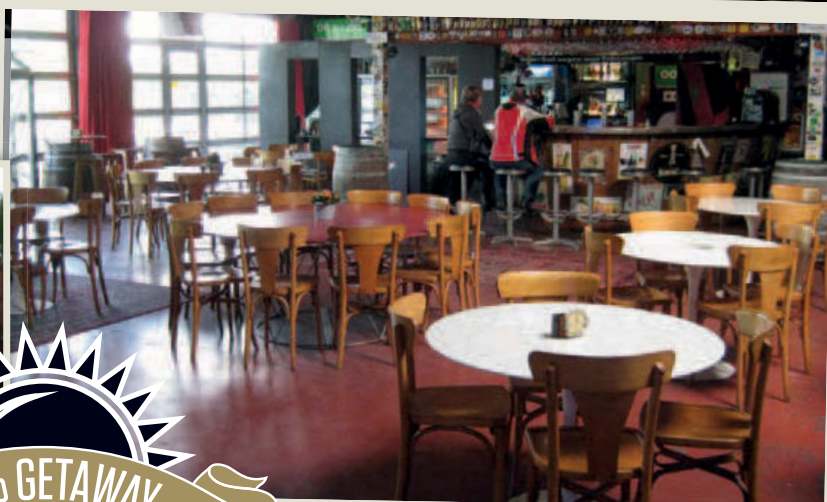
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# The Bikers Loft

Myself and RP (the Reluctant Pillion, who says she would never see me if she didn't come away on the bike with me) were returning from Bruges and, with time to spare, we headed for a bike museum and motel of which I'd heard, just 10 miles from Bruges

WORDS & PHOTOS: FAGIN

**A** converted factory, the Bikers Loft can sleep 63 people and has a huge bar furnished with comfy sofas, café-style tables, pool table, stage, bike magazines and even an indoor greenhouse for smokers. Having booked in, we asked about food and were shown cold drawers packed with meat and pre-cut chips which could be heated in one of the dozen or so microwaves or fryers. There was also a griddle for bacon and eggs for breakfast, as well as cereal, toast, coffee and the usual stuff.

Returning to the bar, Johan Schaefferbeke, the museum owner, offered us a guided tour of the neighbouring collection, and we were there for a full hour before it closed, learning the

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**We cooked, ate, drank and talked with other guests, as well as riders dropping in for a coffee or beer**

history of motorcycles of which I'd never even heard, as well as Belgian biking history and Johan's connections in the UK (and, yes, all in English!). Even the RP agreed, it was fantastic!

Accommodation is basic – twin beds, cupboard and sink (there are shared bathroom and shower facilities) – but it's a pleasant change from camping and, unsurprisingly, there's masses of secure bike parking. The owner of the Bikers Loft, Ivan, told us that, in addition to live bands every weekend, he also lights up the fire pit. For several hours, we cooked, ate, drank and talked with other

guests, as well as riders dropping in for a coffee or beer. As well as those staying, a couple of dozen others came and went during the evening, including folk on Harleys, a Kwak W800, Suzuki Bergman, Africa Twin, Z1000, Suzuki Intruder, VMax and a GoldWing. Eclectic enough for you?

It was £60 for the two of us – that's room, all-you-can-eat breakfast (and I did!), safe parking, rock music, good company, free wifi and no more than 100 yards from bed at any point. Oh, and show your MAG card and there's also a 10% discount! What's not to like? ☘



# BRAINS OF BRITAIN

**This is Brains. Brains, formerly of KwaZulu Natal, South Africa, now resides in the marginally less dangerous borough of Hillingdon in a town called Uxbridge, which nestles among the north-western hinterlands of London**

 WORDS & PHOTOS: WILL JOBBINS



**A**nd this is his custom Harley-Davidson, dubbed 'El Cheapogrosso' in a provocative jibe at the big money custom builders in California. It ended up in Brains' possession three years ago after his friend and the former owner, Glyn, suffered a seized engine on the M25. The culprit was eventually identified as a snagged oil line, which fed the oil cooler Brains had originally told Glyn to fit. Starved of lubricant, the engine had no choice but to jam

itself solid and retire to a quiet corner of the hard shoulder for a little lie down. Logically, then, Brains was blamed entirely for seizing the engine and so, in a fit of something almost (but not quite) resembling having an acute eye for a bargain, offered Glyn some cash for the crippled bike.

Brains got it home and stripped down the engine. The top end was heavily scored, so the whole motor required a rebuild. He hit the internet for a bit of heavy, albeit two-handed

**STARVED OF LUBRICANT, THE ENGINE HAD NO CHOICE BUT TO JAM ITSELF SOLID AND RETIRE TO A QUIET CORNER OF THE HARD SHOULDER FOR A LITTLE LIE DOWN**











## SPECIFICATION SHEET

### ENGINE:

1995 Harley-Davidson 883 Sportster with 1200 upgrade, Buell S1 Lightning heads and barrels, S&S Shorty carburettor, Hi Crane ignition, Ledslid custom kicker kit, full custom exhaust pipes, homemade breather bolts, hand-punched engraving on rocker covers and inspection covers, full engine rebuild (twice!), homemade suicide gearshift assembly, custom oil cooler.

### FRAME:

Fenland Choppers Flyrite copy twin downtube hardtail.

### FRONT END:

21" powder coated H-D Sportster wheel, 3.00 x 21" Avon Speedmaster Mk II tyre, brake caliper carved from aluminium, DNA Springer forks, billet aluminium risers, widened Kuki handlebars, homemade forward controls.

### REAR END:

16" powder coated H-D Sportster wheel, 5.00 x 16" Avon S-M Mk II tyre, old British mudguard cut down and modified with original taillight, H-D sissy bar with knuckleduster.

### MISCELLANEOUS:

Custom King Sportster fuel tank by Russ at RBK, standard oil tank from Fenland Choppers, goddamn comfy seat (origin unknown), full electrical rewire by owner, homemade spacers.

### PAINT & FINISH:

Tank, oil tank and mudguard flaked and candied by owner. All polishing by owner except primary cover. Frame and miscellaneous items powdercoated white by Eltech.

### THANKS TO:

"Glyn Foster of World Of Tattoos for all the inspiration and guidance; Hodge and Chris from Fullbore in Watford – a fountain of knowledge and always there to help; Elliott from Eltech for the hours of chatting, blasting, vapour blasting and powder coating."



## SIX MONTHS OF HARD GRAFT ENSUED, DURING WHICH TIME HE WORKED 14-HOUR DAYS TO GET THE BIKE REBUILT AND ROADWORTHY

research, and finally ended up on Fullbore Motorcycles' website, ordering a set of pistons and rings and making plans to have the barrels honed. Whilst the parts were on order, Brains set about stripping the chassis down and rebuilding it to his own taste. Six months of hard graft ensued, during which time he worked 14-hour days to get the bike rebuilt and roadworthy before the start of the summer.

Summer, of, course came, heralded by the early morning birdsong of inevitability and the sound of a Harley with open pipes on the local bypass. Brains, not the kind of guy you'd usually credit with mechanical sympathy, was carefully running the Harley in on the A40. But, after 600 miles or so, it became apparent that he'd forgotten to do something. The

'something' was flushing out the oil system before fitting it, and the 'became apparent' bit relates to the bike breaking down again, spluttering to a halt and enabling Brains to take some time to enjoy the wonderful range of flora and fauna which are resident on the verges of Britain's motorway system.

Once back in the workshop with a poorly engine for a second time, Brains' well-worn spanners found their grip on the Harley's familiar studs and fasteners. As the engine was dismantled it became apparent that it was scrap. The new pistons and rings, as well as the freshly-honed bores, might have been salvageable as paperweights but were good for little else. With a large, engine-shaped gap in the bike, he got on the hunt.

Elliott at Eltech was the







first of his friends to receive a visit. Brains drifted around the workshop like a small gloomy thundercloud, seeking sympathy and drinking all the tea. Under a bench in the corner, however, he turned up a 1200 Sportster engine – a five speed model. Continuing the theme of happy coincidences, it turned out to be an engine that he'd actually owned a few years before – his first Sportster engine, in fact. It didn't take much – a one-sided round of bartering and a wedge of cash heading Elliot-wards – to secure the motor, which was returned to Brains'

workshop and subjected to an inquisitive strip-down.

Those who'd used the engine in the intervening years had not been kind to it, and it was soon clear that it'd need some alloy welding and vapour blasting in strategic places. At around this time Brains came into a bit of spare cash, and immediately rang his family who were trying to enjoy a holiday in Florida. A Ledsled custom kickstart kit was what he wanted, and his really rather wonderful-sounding parents duly picked one up and carried it all the way back to ☛





London for him.

With everything finally bolted back together, the freshly-engined Harley was fired up for the first time and it has, touch wood, run faultlessly ever since. The total cost of this build, including two engine rebuilds, comes in at under £7000, mainly due to a lot of help from friends and associates. El Cheapogrosso indeed.

I hooked up with Brains last year, when we pottered around Buckinghamshire, took photographs and soaked up the last days of summer. I

## THE NEW PISTONS AND RINGS, AS WELL AS THE FRESHLY-HONED BORES, MIGHT HAVE BEEN SALVAGEABLE AS PAPERWEIGHTS BUT WERE GOOD FOR LITTLE ELSE

asked him if he has any tips for home bike builders.

"A lot of blood, sweat and tears went into building this bitch. At least some of the blood went in when I opened up my knuckle with a guardless angle grinder, and some of it when slicing my fingers to shit on metal gaskets. I've learned to use superglue now and I always have some in

the garage. It's much better than using plasters.

"Also, when doing an engine rebuild, always take the time to clean every single oil way to and from the oil tank. My book on the natural history of the M25's hard shoulder will be out soon."

The bike's now up for sale. Drop the man a call on 07984 524926. ✕



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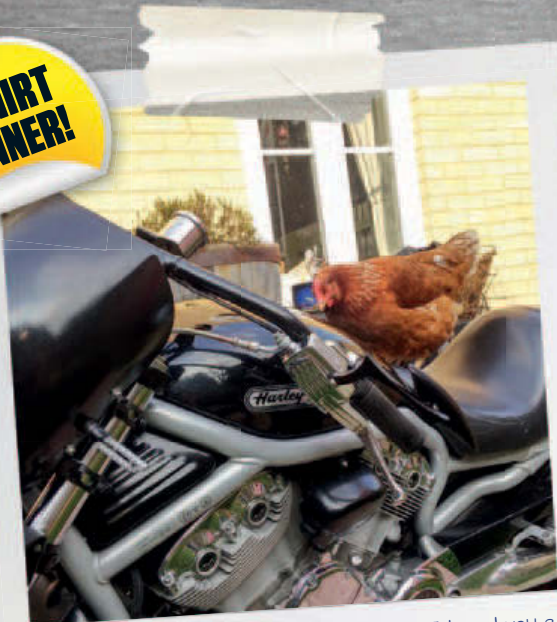
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# ROGUES' GALLERY

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Fatbob from Godmanchester says, 'Thought I'd send you a photo of my bird on my VRod, she's a bit different from the usual ones in mags, but she's a good ol' bird!'



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Tricky's first attempt at a chopper. He hates it when people say it's pretty, so don't even think about saying that when you see it. Even if it is...



Shane's friend Charlie strutting her stuff (that's Shane's words, not ours!) on his Sportster. Is it legal for a girl to have legs that long?



"Two of the things I love most on this earth - my Dragstar 1100 bobber and the little lady on it, Roo, who spends hours helping me fix the bits I manage to break" - Darren Desmond.





No, that's not a car that's upset a load of bikers, it's Andy and Sam Belladonna's daughter, Eloise, being escorted in a classic Mini to her prom by her own personal outriders



Gerry Luiting's Kawasaki VN1500 which he stripped and rebuilt it as he wanted. Now, he says, it goes and sounds like a dream.



Kalvin and Steven doing poses with Viz's butch Suzuki. No, that's butch poses with Viz's Suzuki. Or maybe poses with butch Viz's Suzuki... Well, something like that.



The Daisy Chain Riders is a new club for ladies and you can see (some of) them here at the Woodville Rally. They meet every Tuesday from 7pm at the Sands in Ainsdale in Southport.

Want to see your pics here? Send them to **Rogues Gallery, 100% Biker, 1 Marcher Court, Sealand Road, Chester, CH1 6BS** or email them to **editor@100-biker.co.uk**.





WORDS &amp; PHOTOS : YODA

# STOURBRIDGE MCC'S 17TH CUSTOM SHOW

**THE RIVER ROOMS, STOURBRIDGE, WEST MIDLANDS**

Nothing proves how quickly times flies than when you realise a whole year has passed since you last went to a particular event. It only seemed a few months since I was at Stourbridge MCC's last Custom Motorcycle Show and yet here I was again!



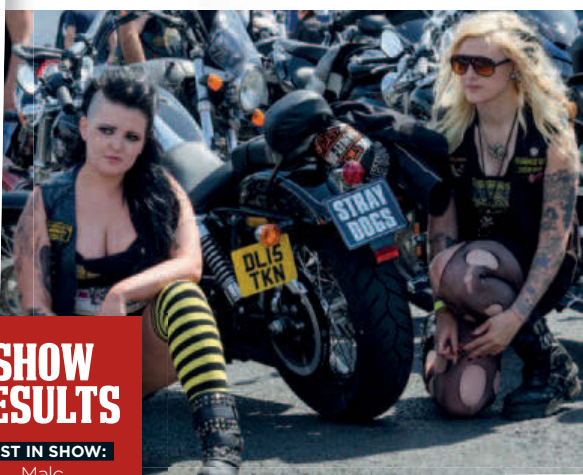
**T**he event, now in its seventeenth year, is held at the River Rooms in Stourbridge, a converted factory venue which also holds a regular Wednesday 'Greasy' meet dedicated to hot rods, muscle cars and Americana (none of your boy racer or modern Jap stuff, of which there is plenty is this part of the world), all taking advantage of the huge car park. Well, it looked like a huge car park when I arrived at Stourbridge MCC's show, but pretty soon it filled up and no sooner had I photographed a bike then I had to get out of the way to allow someone else to park up.

The event attracts hordes of people – probably a couple of thousand souls or more – and, despite the numbers, it always has a friendly, family-orientated atmosphere. There was a slight change in proceedings from last year with the custom show entries parking alongside the rest of the visiting

bikes and the judges making their selections from all the bikes attending. Now, while this gave everyone who turned up a chance of winning, the downside was that it made it harder to really appreciate, drool or lust after the bikes (and also much harder to get good photos). That's always a shame when there are little tricks bits or designs that you want to get a good look at but, in the great scheme of things, it didn't spoil the day.

It cost just a single pound for entry to the area which housed trades stands, childrens' entertainment, the tattoo competition and the live bands, and that finest English quid was going towards the Juvenile Diabetes Research Foundation, which was the chosen charity for this year. There was also a raffle based on the numbers individually printed on wrist bands, although some of the prizes ended up being drawn again over the coming weeks





## SHOW RESULTS

**BEST IN SHOW:**  
Malc

**BEST CHOP:**  
Stu Kendrick

**BEST HARLEY:**  
John Matthews

**BEST TRIKE:**  
Rob Pitt

**BEST STREET BIKE:**  
Steve Peters

**BEST RAT:**  
Ratz (Stone Cross MCC)

**BEST CLASSIC:**  
Sam Warr

**BEST PAINT:**  
Malc

**BEST SCOOTER:**  
Macca

## NO SOONER HAD I PHOTOGRAPHED A BIKE THEN I HAD TO GET OUT OF THE WAY TO ALLOW SOMEONE ELSE TO PARK UP

(thanks to the club's Facebook page) or going for charity auction when goods weren't claimed, people had obviously already gone home by the time the raffle was called or not understanding the concept of looking at their wrist band. The top three prizes were custom painted helmets, all created and donated by Paul Dalloway of Graf X Custom Paintwork. Sorry if you're frantically trying to find where you put your wristband, but they were all claimed and went home with happy winners. But it's only a year till the next show ... or is it?! ☹





# BROTHERS IN ARMS

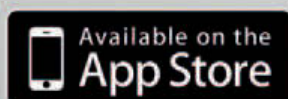
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## HOW TO FRAME THE QUESTION: PART 14

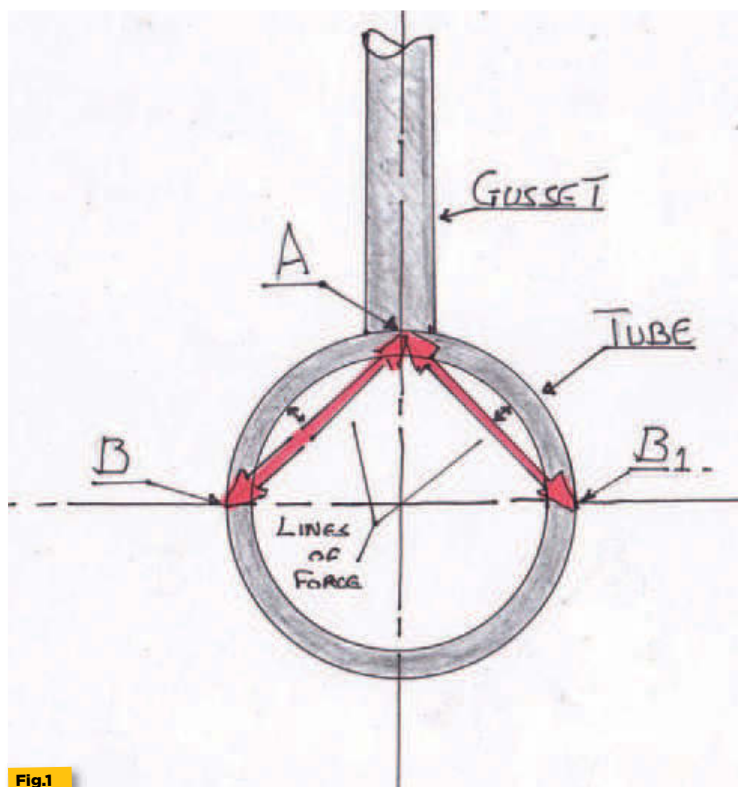


Fig.1

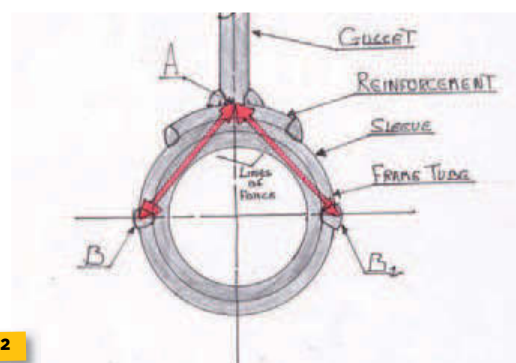


Fig.2

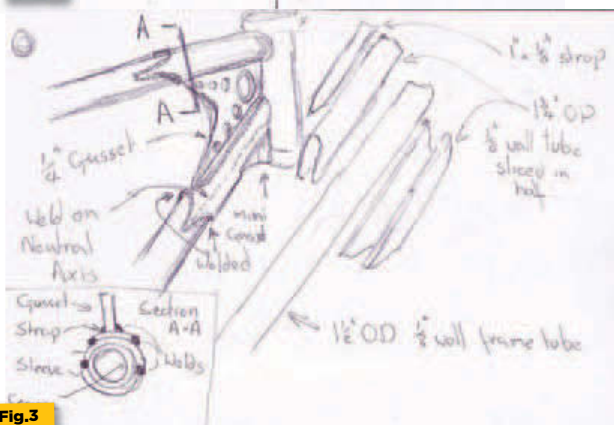


Fig.3

Last time I was here, I looked at the steering head and how to keep it attached to the frame and I pointed out that a single down tube frame with a centrally disposed – or ‘lollipop’ – gusset is a horrible idea (Fig.1). But it does look cool.

It's interesting that most people will agree that it looks cool if you view that in the light of the expression ‘If it looks right, then it is right’ because sometimes, it isn't. It's worth bearing in mind that ‘cool’ and ‘right’ are not interchangeable.

You may be thinking that there are plenty of bikes out there with centrally disposed gussets, so what's the problem?

The problem there is two-fold. Firstly, unless your job is repairing frames, you're not likely to see many broken frames, and, secondly, unless your name is Clark Kent and you have x-ray vision, you can't be entirely sure at what you're looking. Some of the long forked, single down-tube frames you see have solid bar for the front downtube, while others – usually the less extreme – have 1/4" thick

wall downtubes, none of which is apparent from looking at them.

There's another expression that's not as well-known and that's ‘You can make anything work if you throw enough steel at it’. Clearly not a Universal Truth, because no matter how much steel you throw at a jellyfish, you're not going to get it to lay bricks for you but, in the context of custom bike frames, it holds true.

So the question became how much steel I would need to throw at Skinny to

**NO MATTER HOW MUCH STEEL YOU THROW AT A JELLYFISH, YOU'RE NOT GOING TO GET IT TO LAY BRICKS FOR YOU**





Fig.4

be reasonably confident that nothing untoward was going to happen. A useful way of thinking about this kind of stuff is that forces have to go somewhere and they want to do it in a straight line. If that straight line lies outside of the structure that the force is being applied to, the amount of problem is going to be depends on the size of the force and the amount by which the line of force is outside the material of the structure. The gusset is there to resist the bending forces, so it's applying a force at 'A' that needs to get to 'B' and 'B1' and the path it wants to take lies outside the material of the tube.

As I'd already decided to make the rear axle plates from two thicknesses of steel welded together, it seemed fairly sensible to continue the idea at the front and add some more steel where it was needed. A few minutes with a school geometry set showed me that sleeving the frame with some  $1\frac{3}{4}$ " OD  $1/8$ " wall tube and then adding a  $1$ " x  $1/8$ " reinforcement between

that and the gusset (Fig.2) kept the hypothetical path the force would take inside the material of the structure. The only problem with it was that it created something of a stress raiser where the sleeve ended but by cutting the ends of the sleeve at an angle and having the 'pointy' bit - to use a technical term - on the neutral axis of the tube then that shouldn't cause a problem. In order to explain it to other people I did do a quick biro sketch of what I had in mind (Fig.3). A check with some engineering bods and, apart from the suggestion that the welds either side of the gusset would benefit from being blended in with a die grinder, the consensus was that it looked like it ought to work.

The first step was to flush



Fig.5



Fig.6

**THE QUESTION BECAME HOW MUCH STEEL I WOULD NEED TO THROW AT SKINNY TO BE REASONABLY CONFIDENT THAT NOTHING UNTOWARD WAS GOING TO HAPPEN**

off the welds on the steering head, which wasn't that hard to do using a carbide bit on a die grinder where the sanding disc on the grinder wouldn't reach - although carbide bits aren't at all cheap - but I took care to make the weld flush with the material and not to remove any of the steering head or frame tube (Fig.4). Cutting the  $1\frac{3}{4}$ " tube in half lengthways was another problem. I don't like using cutting discs on an angle grinder, so, instead of using one to cut the tube, I used it to cut off a jigsaw blade to a length where it wouldn't dig into the opposite sides of the tube and cut it like that (Fig.5).

Once I had two pairs of half sleeves I offered them up to the frame and shaped their ends to meet the steering head welds





Fig.7



Fig.8



Fig.9



Fig.10

and cut the other end off at an angle (**Fig.6**). With the sleeves shaped and welded in place I made the reinforcing pieces from some 1" x 1/8" steel strap which I'd clamped in the vice and bent lengthways around a piece of 1 1/2" tube with a very large hammer (**Fig.7**). I also cut the end of the reinforcing strip to a point which probably wasn't necessary but did make it look like it belonged there (**Fig.8**). Since sanding the welds flush is a bit of a pain, I sanded the sleeves before welding the reinforcing strip on.

I'd made a cardboard template for the gusset just to get the angle at which the top tube and the down tube because I wanted speed holes in the gusset (**Fig.9**). The top and bottom edges of the gusset were defined by the frame tubes, the 'mouth' of it allowing

for a certain amount of leeway as to the finished shape. So what I did was to lay out the speed holes for the gusset and then shape the mouth to be a constant distance from the holes. Laying the holes out was made easier by buying some hole-saws from Screw-Fix, a full set costing me £37.99.

Glossing over the working out for now, once I'd established the hole centres for the progression of holes, I laid them out down both sides of the blank I'd cut for the gusset so that the centre of the biggest hole was centred between the edges of the blank, and then marked both series of holes off of that and the appropriate edge. Once I'd drilled all the holes (**Fig.10**), I scribed a line the same distance from the hole edges as the separation between the holes for



Fig.11

the 'jaws' of the mouth. Cutting internal radii is awkward, so instead of trying to saw it out I drilled a hole that was tangential to both the jaws and then cut into that to finish the gusset off.

It doesn't look too bad in situ (**Fig.11**), but I'm not 100% about the hole pattern yet so I've only tacked it in for now. Next time I'll look at getting it on its wheels and moving on from there. ☒

**I DON'T LIKE USING CUTTING DISCS ON AN ANGLE GRINDER, SO, INSTEAD OF USING ONE TO CUT THE TUBE, I USED IT TO CUT OFF A JIGSAW BLADE TO THE LENGTH I WANTED**





WORDS: HORST ROSLER

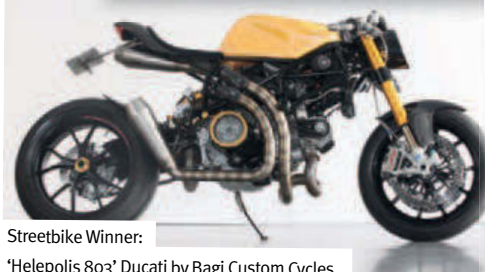
# POZNAN MOTOR SHOW

## CONGRESS CENTRE, POZNAN, POLAND

Situated exactly halfway between Berlin and Warsaw, the city of Poznan has a rich history which stretches back over a thousand years and it is now not only one of the largest cities in Poland, but the country's most important venue for trade shows and fairs



Gratuitous pointing on the Custom Chrome Europe stand...



Streetbike Winner:

'Helepolis 803' Ducati by Bagi Custom Cycles.

One of those events is the Poznan Motor Show which caters for virtually everything with wheels and an engine. It attracts over 100,000 visitors and that number gets bigger every year. To give you some idea of the size of the show, some four of the sixteen (yes, sixteen!) halls are dedicated to motorcycles with one hosting a custom festival organised by Polish magazine, 'Custom' and some sixty bikes spanning the different aspects of the Polish scene. Despite the upheavals just beyond its borders, there is both a huge demand and market eager for motorcycles in the country. There have been a few Polish manufacturers, and most people remember the Sokół which was a copy of a Harley, while the engine was based directly upon an Indian V-twin. Later versions were both reliable and durable and used by the Polish Army. Moreover, they were also much faster offroad than their American counterparts and—whisper it low—in general a better machine. After the war, the factory was confiscated by the German state and dismantled, while many of the engineers were killed or deported to Germany to act as

slave labour, and that was the end of the Sokół story.

The Sokół was almost entirely produced in Poland, just 5% of components having to be imported (I suspect that would include things like tyres, Eastern Europe not being noted for its rubber plantations). But now the country is keen to get its hands on international brands—for example, Erik Buell Racing displayed its complete model line at the Poznan Motor Show, although it unfortunately then filed for bankruptcy just a week later.

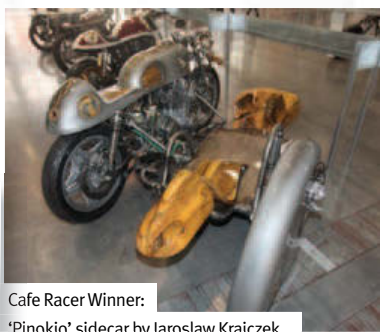
The Polish custom scene differs from that of the rest of Europe in that it is lack of money rather than lack of interest that prevents it from rapid growth. But that paucity of cash is compensated for by excellent craftsmanship and wild creativity. It's not money that counts, but the ideas and what can be created from sometimes very odd donor bikes.

Two years ago, the Superrally was held in Poland, but there are still only seven official Harley-Davidson dealers in a country larger than Italy. However, while there might not be the money to sustain a large dealer network (of any major brand), Poland has a number of





Ewa Pieniakowska, Poland's first female stunt rider.



Cafe Racer Winner:  
"Pinokio" sidecar by Jaroslaw Krajczek.



Freestyle Winner: "Typ 001" by Robi Hardcore Cycles



Runner Up Old School: "Avatara" by Maly HD Motorcycle Performance.



Socialist architecture meets modern glass buildings in today's Poland.



Modified Harley-Davidson Winner: Street R-51 by BT Choppers.

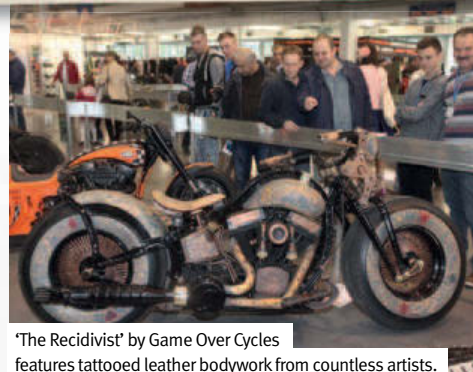
**THE POZNAN MOTOR SHOW IS GENUINELY  
EXCITING BECAUSE THESE ARE BUILDERS  
USING THEIR CREATIVITY RATHER  
THAN THEIR CHEQUEBOOKS**



Ewa in action.

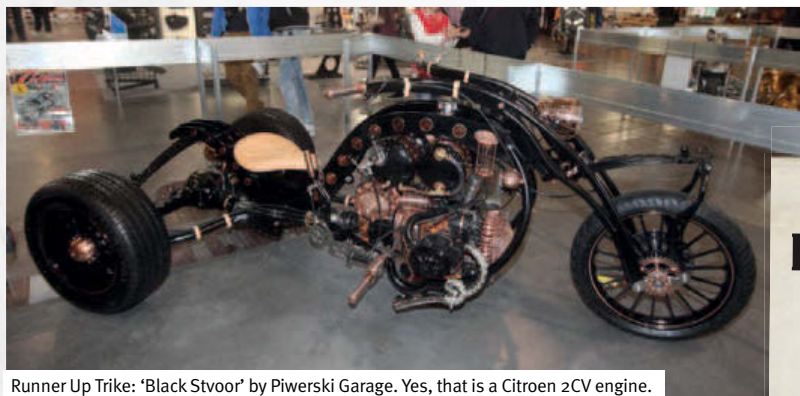


The first customised Polish Victory.



"The Recidivist" by Game Over Cycles  
features tattooed leather bodywork from countless artists.





Runner Up Trike: 'Black Stvoor' by Piwerski Garage. Yes, that is a Citroen 2CV engine.



Trike Winner: 'Lambo Bandyta' by Radoslaw Gutowski.

## DESPITE THE UPHEAVALS JUST BEYOND ITS BORDERS, THERE IS BOTH A HUGE DEMAND AND MARKET EAGER FOR MOTORCYCLES IN POLAND

great custom builders and some skilled craftsmen who can make a welding torch sing. In past year, Polish entrants have been very successful in European shows, producing some really radical motorcycles. Now people can see those bikes in their home setting, rather than having to travel to foreign shows, something which can also only be of benefit to the domestic scene.

While most people might not be able to afford its products, Harley-Davidson used the Poznan Motor Show to present the Polish round of its recent 'Battle of the Kings' competition. Six modified (well, more or less) 750 Streets were unveiled, although not one could be said to be radical by a long chalk. However, the aftermarket parts companies are already looking towards the future by supporting this event; for the first time, Drag Specialties/Parts Europe, Zodiac, Motorcycle Storehouse and Custom Chrome Europe all had booths and each attracted constant interest over the show. As the Poznan Motor Show has the potential to become a major showcase

for the East European market and beyond, it was surprising that few entries, visitors or bikes came from other countries. After all, Germany is less than 75 miles away.

Although Custom magazine had organised the show, it was the job of the builders themselves to judge the bikes. It wasn't an easy task with each class throwing up strong entries. Unusually for this sort of competition, the trike category has several unique top quality machines of excellent design, any one of which would have been a worthy winner.

With the quality of so many European shows these days, it's perhaps a little easy to get blasé about the standard, particularly when some builders appear to have unlimited budgets or sponsorship. That's why the Poznan Motor Show is genuinely exciting; these are builders using their creativity rather than their chequebooks. It was a great experience and I for one am eager to see how the Polish custom scene develops. ☒





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[www.gunsandbodymodification.co.uk](http://www.gunsandbodymodification.co.uk)



[www.ego-ego.co.uk](http://www.ego-ego.co.uk)



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### **SEPTEMBER**

#### **25-27th September:**

Cernunnos MCC's 15th Mabon Rally at the Coffee Pot Tavern, High Street, Yardley Gobion, Northants NN12 7TN. Runout, silly games, pub grub, free hot drinks. £10 prebook. 110 limit. Tickets (cheques payable to Cernunnos MCC) from Mabon Rally, 7 Blacksmiths Way, Hartwell, Northampton NN7 2HY or ring 07870 704533. Cars BPA.

**25-27th September:** Just Us Rally Clubs' 2nd Just Us and You Rally at Slaithwaite Cricket & Bowling Club, Racton Street, Slaithwaite, Huddersfield, West Yorks HD7 5DQ. Live bands, late bar, free tea and coffee (bring your cup), cheap beer. £12 prebook or £15 on the gate. 300 limit. Tickets (cheques payable to

Just Us Rally Club) from 36 Brookside Avenue, Grotton, Oldham, Lancashire OL4 4LJ. Ring 07921 334718 or 0161 620 0097. No cars on site.

**25-27th September:** NABD At The Tiddler at Northumbria Gliding Club, Hedley on the Hill, Near Chopwell, Newcastle upon Tyne NE17 7AX. Bands, rock DJ, bike show, trophies, silly games, etc. £15 for weekend of £10 Saturday only. For details ring 07904 015807.

**25-27th September:** CAT MCC's Catapult 9 at Vernons Cricket & Social Club, Factory Lane, Penwortham, Preston, Lancashire PR1 9TD. Bands, bike show, trophies, trade stands, silly games, raffle. £10 prebook or £15 on the gate. 300 limit. Tickets (cheques payable to CAT MCC) from catapult 9, 157 Sandbrook Road, Southport, Lancashire PR8 3RQ or ring 07742 814168 or 07734

500143. Cars and caravans £20 and BPA only.

**25-27th September:** RBLR's Bunny Bash at the Bordon & Oakhanger Sports Club, Bolley Avenue, Hampshire GU35 9HG. Live music, DJ, raffle, lucky ticket prize, silly games, food, bar open all weekend. £15 on the gate. For details email [hampshire.rblr@gmail.com](mailto:hampshire.rblr@gmail.com).

#### **25-27th September:**

Oddballs MCC's Ballsup at a field, Queensway, Sleaf, Shropshire SY4 3HE. Heated marquee, live music, all the usual stuff. £15 on the gate. 500 limit. For info ring 07779 866869 or see [www.oddballsmcc.co.uk](http://www.oddballsmcc.co.uk). No dogs. No fires. No cars (Blue Badge only). Real ale, pub food. £10 on the gate. 150 limit. Ring 07565 872232 or see [www.hdmcc.com](http://www.hdmcc.com).

**25-27th September:** Hull & District MCC's 3rd Cods and Sods ReTrawled Rally at the Sloop Inn, Temple Hirst, Selby, North Yorkshire YO8 8QN.

**26th September:** Fire & Forge Fest 15 at Trowbridge Civic Centre, St Stephen's Place, Trowbridge, Wiltshire BA14 8AH. £10 prebook or £15 on the gate. Visit [www.rockdiabetes.co.uk](http://www.rockdiabetes.co.uk) or ring 07738 096883.

**26th September:** Charity Fun Bike Day at the Nana Rose Café, London Road, Teynham, Sittingbourne, Kent ME9 9AQ. Bike show, live bands, food, bouncy castle, raffle. £3 donation. 12-4pm. In aid of Riders 4 Heroes.

**27th September:** Leighton Buzzard Railway's Sand & Motorcycles Annual Bike Show at Pages Park, Billington Road, Leighton Buzzard, Beds LU7 4TN. 10am-5pm. Free entry. Visit [www.buzzrail.co.uk](http://www.buzzrail.co.uk).

**27th September:** 59 Club Day and BSA Bantam Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**27th September:** Battlesbridge Grand Motorbilia Day at Muggeridge Farm, Maltings Road, Battlesbridge, Essex SS11 7RF. 10am-5pm. £7 entry. Visit [www.battlesbridge.com](http://www.battlesbridge.com).

**27th September:** North Manchester Custom & Classic Bike Show at the Ramsbottom Cricket Club, Acre Bottom, Ramsbottom, Lancashire BLO OBS. Live bands, bike show, disco, kids' entertainment, steam railway next door, etc. £3 entry. For details ring 01298 938082 (day) or 07748 258256 (eves).

**27th September:** The Distinguished Gentleman's Ride in various locations across the UK. Visit [www.gentlemansride.com](http://www.gentlemansride.com) or [www.facebook.com/Gentlemansride](http://www.facebook.com/Gentlemansride) for details.

**29th September:** Poole Dream Machines on the Quay, Poole, Dorset BH15 1HJ. Last meet of the year with Bike of the Year award. 6pm start. £1 per bike. Ring 0845 234 5660 for details.

**30th September:** NCC Leicester's Hot Rod & Choppers Night at the Bull's Head, Hinckley Road, Leicester Forest West, Leics LE9 9JE. Free admission. Contact 07934 418097.

### **OCTOBER**

**2nd October:** Bike Night and Streetfighters Night at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**2-4th October:** Rising Moon MCC's Rising Moon Rally at Lowerhouse Cricket Club, Lowerhouse Lane, Burnley, Lancashire BB12 6LP. £10 prebook. 250 limit. Email [risingmoonmcc@gmail.com](mailto:risingmoonmcc@gmail.com).

**2-4th October:** Barrel Bikers MCC's 35th GPO Rally at a site to be arranged. Live bands, local real ale bar, food, silly games, bonfire, stalls, etc. £16 prebook. Tickets (cheques payable to Barrel Bikers MCC) from GPO Rally, 65 Hartwell Road, Hanslope, Bucks MK19 7BY or ring 07554 447225 or visit [www.barrelbikers.co.uk](http://www.barrelbikers.co.uk).

**2-4th October:** The Condom Rally at East Mersea Youth Camp, Mersea Island, near Colchester, Essex CO5 8SX. Bike show, bands, silly games, hot cold running water, stalls, etc. 317 prebook or £20 on the gate. Visit [www.condomrally.co.uk](http://www.condomrally.co.uk).

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**3rd October:** Ride to the Wall 2015 to the National Memorial Arboretum, Alrewas, Staffs DE13 7AR. Various meeting points. 10am-4pm. For more details, see [www.rttw.org](http://www.rttw.org) or ring 01283 245100.

**3rd October:** West Sussex Bikers's Ride In Bike Show at the Farmers, South Street, Lancing, West Sussex BN15 8AE. Live music, raffle, barbecue. Entry by donation. 12 noon start. In aid of Sussex Blood Runners.

**3rd October:** Rufforth Autojumble at Rufforth Park, Wetherby Road, Rufforth, York, North Yorkshire YO23 3QF. The North's biggest autojumble, 350 pitches, indoor and outside stalls. Ring 01604 738620.

**3rd October:** Doggs Bollocks MCC's 10th Anniversary Party at the Chiltern Sports & Social Club, Maple Lodge Close, Maple Cross, Herts WD3 9SN. Bike show, live band, stalls, games, beer, raffle. 12 noon-late. £5. Camping available. Ring 07850 436559 or 07960 484270 or see [www.doggsbollocksmcc.co.uk](http://www.doggsbollocksmcc.co.uk).

**3-4th October:** Rugby RAG (Riders Action Group)'s Four Balls In Hand at the St Thomas Cross, Newton Road, Newton, Rygby, Warks CV23 0DN. Live bands, rock disco, real ale, marquee, camping available. £5 on the gate. Ring 07949 867760 or email [didoyle@hotmail.com](mailto:didoyle@hotmail.com). Proceeds to Air Ambulance and Blood Bikes.

**4th October:** Copdock Motorcycle Show at Trinity Park, Felixstowe Road, Ipswich, Suffolk IP3 8UH. Undercover bike show, traders, autojumble, displays, real ale, etc. 9am-6pm. Prebook £8.50. £10 on the gate. Tickets from [www.copdock-cmc.co.uk](http://www.copdock-cmc.co.uk). Ring 07718 230100.

**4th October:** Honda Hornet swarm at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**5th October:** Kingfisher Bike Night at the Kingfisher Café, Coast Road, Walcott, Norfolk NR12 0AP. Prize for best bike, food available, open to all. 6.30pm start. Ring 07737 602776.

**8th October:** at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**9th October:** Bike Night and Bandit Owners Club Night at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**9-11th October:** Excalibur MCC's 27th Get Stoned with the Sword Rally at a new site. £15 prebook or £18 on the gate. Live bands, disco, marquee. Tickets (cheques payable to Excalibur MCC) with SAE from 45 Mount Avenue, Barwell, Leics LE9 8AJ. Ring 07855 691249 or 07973 279705.

**9-11th October:** Teafolk MCC's 24th Strange Brew Rally at Walton Sports & Social Club, Shay Lane, Walton, Wakefield, West Yorkshire WF2 6LA. Band, disco, food van, free tea and coffee. £10 prebook or £13 on the gate. 200 limit. Tickets (cheques payable to Teafolk MCC) from Strange Brew Rally, 44 Boyne Drive, Kettlethorpe, Wakefield, West Yorkshire WF2 7QN. Ring 01924 210851 or 07849789. Blue Badge holders BPA only. Strictly no cars.

**9-11th October:** Mobile Chaos MCC's 19th Kamikaze Cave Run and Bike Rally at Silver Sapling Campsite, Chapel Lane, Silverdale, Lancashire LA5 0UJ. Bands, tattooist, cheap beer, food, stalls. £16 prebook or £20 on the gate. 450 limit. Visit [www.mobilechaosmcc.co.uk](http://www.mobilechaosmcc.co.uk). Limited car passes at £20. No vans or campers.

**9-11th October:** Leadbelly MCC's 3rd Lead Poison Rally at Conlans Pub, Booleigh, Nurney, Co Kildare. Live music, food all weekend, canned beer deals available, all welcome. Ring 086 771 0204 or 087 796 2554.

**10th October:** Estonians MCC's 10th Birthday and Masquerade Bash at the Parklands, Skippers Lane, Normanby, Cleveland TS6 0JF. Fancy dress, live music, buffet, disco, etc. £5 prebook. 150 limit. Tickets (cheques payable to Estonians MCC) from 12 Flora Street, Middlesbrough, North Yorkshire TS6 9QP or visit [www.estoniansmcc.com](http://www.estoniansmcc.com).



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**11th October:** Velocette & Vincent Day at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**11th October:** Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk).

**11th October:** Kenley Autojumble at the Portcullis Club, Kenley Airfield, Victor Beamish Avenue, Caterham, Surrey CR3 5FX. Open air jumble, licensed bar. 9am-4pm. £2.50 entry. Ring 07772 169524 or 07971 823314 or visit [www.facebook.com/KenleyAutojumble](http://www.facebook.com/KenleyAutojumble).

**11th October:** Brightona on Madeira, Brighton, East Sussex. Trike, bike, scooter, Wall of Death, live music, custom show, trade stalls. £5 bike parking. Visit [www.brightona.net](http://www.brightona.net).

**14th October:** British Bike Night with Triumph, Royal Enfield, WIMA and the BMF at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**15-18th October:** Original Cruisers' Halloween Extravaganza at Pontins, Coastal Road, Ainsdale, Southport, Lancashire PR8 2PZ. Rock bands, DJ, trade stalls, all-you-can-eat breakfasts and dinners, swimming pool, bars, etc. Free patch for first 500. £15 prebook only. Chalets from £25 per person. Ring 07732 696438 or visit [www.southportoriginalcruisers.webs.com](http://www.southportoriginalcruisers.webs.com).

**16-18th October:** KKS69 MCC's Black Pig Bash IX at Breighton Ferry, Brighton, Bubwith, Selby YO8 6DH. £12 prebook or £15 on the gate. Tickets (with SAE) from KKS69 MCC, 78 Scotter Road, Scunthorpe, Lincs DN15 8DR. For details, ring 07816 036804 or see 'Black Pig Rally' on Facebook.

**16-18th October:** Classic 4 Hour Race & Track Weekend at Snetterton Circuit, Snetterton, Norwich, Norfolk NR16 2JU. Classic track action, endurance race, custom and classic show, clubs, etc. Details from [www.endurancelegends.co.uk](http://www.endurancelegends.co.uk).

**17th October:** Bostin Days Live at the Queens Hall, Nuneaton, Warwickshire CV11 5LA. Two stages, 24 live acts, tribute to the Levellers in aid of Devon Air Ambulance. For details, see [www.seetickets.com](http://www.seetickets.com).

**17-18th October:** Gypsy Divas MCC's Autumn Bike Bash at Haslingden Cricket Club, Grasmere Road, Haslingden, Lancashire BB4 6LR. Trophies, bands, beer, camping, etc. £5 prebook or £6 on the gate. 259 limit. For more information, ring 07883 635733.

**18th October:** Red Oktober - Eastern Bloc Vehicle Meet at the Ace Café, Ace Corner, Stonebridge Park, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more information.





**18th October:** Hoggins' The Bridge. Leave from Brightside Group PLC car park, Brightside Park, Severn Bridge, Aust, Bristol BS35 4BL at 11am to cross the Severn Bridge and then ride to Chepstow Racecourse. Bands, ride in bike show, food, traders, covered seating, etc. Entry by donation. For more details, visit [www.hogginthebridge.co.uk](http://www.hogginthebridge.co.uk). In support of Meningitis Now and local charities.

**23rd October:** at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more information..

**23-25th October:** Caldarium MCC's 15th Hex-Rated Rally at Millennium Hall, Horton-cum-Studley, Oxford, Oxon OX33 1BF. Live music, silly games, warm hall, food wagon, cheap bar, flat camping field, etc. £17 prebook only. 300 limit. First 100 tickets get special 15th anniversary beanie hat. Tickest (cheques payable to Caldarium MCC) from Hex-Rated Rally, 29 Gaisford Road, Cowley, Oxford, Oxon OX4 3LH. For more inform, ring 01865 433429 evenings only or email [bungle69zippy@aol.com](mailto:bungle69zippy@aol.com).

**24th October:** Kempton Bike Jumble at Kempton Park Racecourse, Staines Road, Sunbury on Thames, Middlesex TW16 5AQ. Stalls, motorcycle mart for bikes and restoration projects, refreshments. 10am start. £6 entry. Ring 01344 883961 or visit [www.egp-enterprises.co.uk](http://www.egp-enterprises.co.uk) for more information.

**25th October:** Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email [jeffpff@hotmail.co.uk](mailto:jeffpff@hotmail.co.uk).

**25th October:** Rat, Brat, Bobbers and Choppers and Rat Rods at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more information.

**29th October:** Harley Night with Warrs at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**30-31st October:** Unwanted MCC's Halloween Weekend at the Rockbar, Shibnall Sports & Social Club, Shobnall Road, Burton on Trent, Staffs DE14 2BB. Fancy dress, live bands, food, stalls, huge camping field. £6 on the gate. For details, ring 07988 521400 or 07761 931226 or email [unwantedmcc@aol.com](mailto:unwantedmcc@aol.com).

**31st October:** Bad Landers MCC's Hallowe'en Rock Night at the Royal Naval Association Club Club, 37 Roker Avenue, Sunderland SR6 0HX. For details, visit [www.badlanders.co.uk](http://www.badlanders.co.uk).

**31st October:** Halloween Special Bike Night at the Ace Café, Ace Corner, Stonebridge Park, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).



**1st November:** All Day Ton Up Day - England Expects at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**1st November:** Autojumble at the Petrolheads Café, Dee Bank Industrial Estate, Bagillt, Flintshire CH6 6HJ. Anything automotive. Contact 07912 210810.

**6th November:** Bike Night and Streetfighters Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**6-8th November:** BigTwin Bike Show and Expo at the Autotron, Rosmalen, Netherlands. 15 euros entry. Open 12-noon to 6pm on Friday and 10am-5pm at weekend. Visit [www.bigtwin.nl](http://www.bigtwin.nl) for details.

**7th November:** Rufforth Autojumble at Rufforth Park, Wetherby Road, Rufforth, York, North Yorkshire YO23 3QF. The North's biggest autojumble, 350 pitches, indoor and outside stalls. Ring 01604 738620.

**7th November:** Taliesin Brotherhood's Motorcycle Autojumble at the Rixton car boot site, Rixton, near Warrington, Cheshire WA3 6EA. Set-up from 9am, opens at 10am. £10 per pitch - all pitches undercover. Ring 07949 337508. Proceeds to the Poppy Appeal.

**7th November:** Blackpool MAG's Hallowe'en Fancy Dress and Bonfire Party at Blackpool Rugby Union Football Club, Fleetwood Road, Blackpool, Lancashire FY5 1RN. Live music, silly games, DJ, raffle, camping available, £5 on the gate. 8pm start. Visit [north-west-region.mag-uk.org](http://north-west-region.mag-uk.org).

**8th November:** Poppy Day Parade and Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**11th November:** British Bike Night with Triumph, Royal Enfield, WIMA and the BMF at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**13th-15th November:** Lancaster Insurance Classic Motor Show at the NEC, Birmingham B40 1NT. 11 halls, 1500 classic cars, 300 classic bikes and more. For tickets, ring 0844 854 1354 or visit [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com).

**15th November:** Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk).

**15th November:** Bike Day at the Ace Café, Ace Corner, Stonebridge Park, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**20th November:** Bike Night at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**20-22nd November:** Derbyshire 623 MCC's 36th Pheasant Plucker Rally at Lumb Farm, Marehay, Ripley, Derbyshire DE5 8JN. Live bands, DJ, silly games, trophies. £15 prebook or £20 on the gate. Badges for prebook only. Tickets (cheques payable to 623 MCC) from Pheasant Plucker Rally, 36 Kenning Street, Clay Cross, Chesterfield, Derbyshire S45 9LE. For details, email [derbyshire623club@ntlworld.com](mailto:derbyshire623club@ntlworld.com).

**22nd November:** Salvation Army 6th Christmas Toy Run. Meet at the Admiral Rodney, King Street, Southwell, Notts NG25 0EH at 10am to ride to the Salvation Army Centre, Mead Way, Balderton, Newark, Notts NG24 3GA. Please bring a new toy. For info, ring 01636 812838 or email [johnfjudson@gmail.com](mailto:johnfjudson@gmail.com).

**22nd November:** Tsunami Riders MCC's Christmas Party at Charlton Park Rugby Club, Broad Walk, Charlton, London SE3 8NB. Bar, band, DJ, buffet. £6 on the door. 7pm start. Ring 07895 985314 or visit [www.tsunamiriders.org.org.uk](http://www.tsunamiriders.org.org.uk).

**26th November:** Harley Night at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**27-29th November:** Chorley Wildhartz MCC's 10th Frosty Paws Rally at Aspull Rugby Club, Woodshaw Park, Woods Road, Aspull, Greater Manchester WN2 1PJ. Live music, DJ, 4-day bonfire, 24hr loos, security, raffle, food stalls, 24hr tea and coffee. £15 prebook or £18 on the gate. Tickets (cheques payable to Chorley Wildhartz MCC) from Frosty Paws Rally, 13 Canada Street, Halliwell, Bolton, Lancashire BL1 3JZ. Ring 07788 269989 or 07596 469062 or see [www.facebook.com/chorley.mcc](http://www.facebook.com/chorley.mcc).

**28th November-6th December:** Motorcycle Live at the NEC, Birmingham B40 1NT. Ring 0247 640 8020 or visit [www.motorcycellive.co.uk](http://www.motorcycellive.co.uk).

**28th November:** Kustom Kulture Extravaganza at the Lemon Grove, Cornwall House, St German's Road, Exeter Devon EX4 6TG. Vintage stalls, tattoo artists, barber shop, clothing, pinstripping, street food, etc. £5 on the door. 10am-6pm. See [www.sandymanchopshop.com](http://www.sandymanchopshop.com).

**28th November:** Bugsplatz MCC's Bugs Ball and Christmas Party at the Priorslee Lounge and Bar, Telford Conference Centre, Telford Campus, Shifnal Road, Telford, Shropshire TF2 9NN. Live music, rock disco, black tie and posh frocks. £5 on the door. Ring 07723 055874 or visit [www.bugsplatzmcc.co.uk](http://www.bugsplatzmcc.co.uk).



**29th November:** Super Moto, Scramblers and Off Road Day at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**29th November:** Squires Toy Run. Meet at Squires Biker Café, Newthorpe Lane, Sherburn-in-Elmet, Leeds LS25 5LX at 9am to run to Masham, North Yorkshire. L-plate friendly. In support of Yorkshire Air Ambulance and Ryedale Special Families. For more details, ring 01977 684618 or visit [www.squires-cafe.co.uk](http://www.squires-cafe.co.uk).

**29th November:** 19th Malvern Drive-In Classic Car and Bike Autojumble at the Three Counties Showground, Malvern, Worcs WR13 6NW. Club displays, hot food and drink, concours competition. 10am-3pm. Ring 01484 667776 or visit [www.classicshows.org](http://www.classicshows.org).

## DECEMBER

**4th December:** Bike Night and Streetfighters Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**5th December:** Southern Classic Bike Show & Jumble at Kempton Park Racecourse, Sunbury-on-Thames, Middlesex TW16 5AQ. 10am start. £6 on the gate. Outdoor pitches £34, indoor £28. Ring 01344 883961 or 07796 136203 or email [ericgpatterson@btinternet.com](mailto:ericgpatterson@btinternet.com).

**5th December:** Highway Hunters MCC's Xmas Party at Bourne Vale Social Club, Halifax Road, Ipswich, Suffolk IP2 8RE. Ring 07743 847208 or 01473 415601 or visit [www.highwayhuntersmcc.org.uk](http://www.highwayhuntersmcc.org.uk) for more information.

**5th December:** Santa's On A Bike Ride. Various rides from Plymouth, Taunton and Bristol to different destinations. Ring 07749 361170 or visit [www.santasonabike.org.uk](http://www.santasonabike.org.uk). In aid of the Children's Hospice Southwest for more information.

**6th December:** Ace Café Club Day at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more information.



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**6th December:** Burton Annual Toy Run. Meet at the Unwanted MCC Rockbar, Shobnall Sports & Social Club, Shobnall Rd, Burton on Trent, Staffordshire, DE14 2BB to leave at 11am to ride to Fountains School, Bitham Lane, Stretton, Burton-on-Trent, Staffs DE13 0HB. £5 per bike. Ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk).

**7th December:** Roughleys' Toy Run. Leaving from Tesco, Tiviot Way, Portwood, Stockport, Cheshire SK1 2BT at 12 noon to run to the Rainbow Family Trust in Didsbury and the Together Trust in Cheadle. Learner-friendly route. Hot drinks and mince pies available. Gifts and donations appreciated.

**9th December:** British Bike Night with Triumph, Royal Enfield, WIMA and the BMF at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**12th December:** Unwanted MCC's Christmas Party at the Unwanted MCC Rockbar, Shobnall Sports & Social Club, Shobnall Rd, Burton on Trent, Staffordshire, DE14 2BB. Festive fancy dress, live music, camping, etc. £3. Please ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk).

**11th December:** Bike Night and Bandit Owners Club Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**12-13th December:** Kickback London at the Great Hall, Chelsea Football Ground, Stamford Bridge, Fulham Road, London SW6 1HS. Top custom bikes, retailers, street cubs, parking, close to underground station. More details to follow or visit [www.thecustomshow.com](http://www.thecustomshow.com).



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**13th December:** Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk).

**13th December:** Ace Café Toy Run. Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD to leave at 11am. Ride to St Mary's Hospital, Paddington, the Royal Brompton Hospital, Chelsea and Evelina's Children's Hospital in Westminster. Please bring gifts labelled boy or girl and with age group. Prizes for Best Dressed Bike and Best Dress Rider. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more information.

**18th December:** Bike Night at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com) for more details.

**19th December:** Scorton Car and Bike Autojumble at Scorton Events Centre, Scorton, near Catterick, North Yorkshire DL10 6EH. 8am-1pm.

**20th December:** Bugsplatz MCC's 15th Telford Christmas Motorcycle Run at the Travellers Joy, Woodhouse Lane, Horsehay, Telford, Shropshire TF4 3BJ. Prizes for best dressed female, male, bike, trike and quad, raffle, auction. Donations of £2 per person appreciated which will go to Lingen Davies Cancer Relief Fund. Meet from 10am to leave at midday. Ring 07723 055674 or visit [www.bugsplatzmcc.co.uk](http://www.bugsplatzmcc.co.uk).

**20th December:** Ace Café Paws 'n' Claws Run. Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD to leave at 10.30am. Ride to the Mayhew Animal Home, Trenmar Gardens, Kensal Green, London NW10 6BJ. Please bring gifts, including towels, blankets, pet food and treats. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**26th December:** Lincoln Autojumble at Hangar Number One, Former RAF Base, Hemswell, Lincs DN21 5TJ. Inside and outdoor pitches, onsite toilets and antiques centre. Free entry. Car parking £2. Ring 07816 291544 or visit [www.lincolnautojumble.com](http://www.lincolnautojumble.com).

**26th December:** Durham Autojumble at Mill House, Little Industrial Estate, Langley Moor, Durham, Co Durham DH7 8HJ. 9am start. £1 entry. For info, see [www.dontbinitsellit.com](http://www.dontbinitsellit.com).

**26th December:** Cold Turkey Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**31st December:** New Year's Eve Party at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. 9pm start. Ring 0208 961 1000 or visit [www.acecafeevents.com](http://www.acecafeevents.com).

**31st December:** Children Of The Sun MCC/Scythes MCC/Meetjesalandse MCC's Resolution Resurrection at the Rose & Crown, Southport Road, Ulnes Walton, Chorley, Lancashire PR26 8LP. £5 prebook or £12 on the gate. 130 camping limit, 160 total limit. Cheap beer - no personal alcohol to be taken into the bar. Tickets (cheques payable to J Croft) from Resolution Resurrection, c/o 53 Beaconsfield Terrace, Chorley, Lancashire PR6 7AD. Ring 07572 423739 or email [bikerjimmy@live.co.uk](mailto:bikerjimmy@live.co.uk).



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**HONDA PAN EUROPEAN:** 2005. 76,000 miles. On SORN. In great condition for year. Need to sell due to finishing project bike which is my main bike. £3699. Ring 07906 947011. (West Yorkshire)



**TRIUMPH SPRINT 1050 ST:** 2005. 29,000 miles. Silver. Excellent condition. Two owners. Scottolier touring kit. Garmin satnav and cradle option if required. £3200. Ring 07985 118884.



**SUZUKI BANDIT 1200 CHOP:** 1997. 41,000 miles. Hard Up Choppers frame. MoT to October. Dynojetted. Low and loud. Needs decent paint job. £2750. Ring 07811 202541. (Devon)



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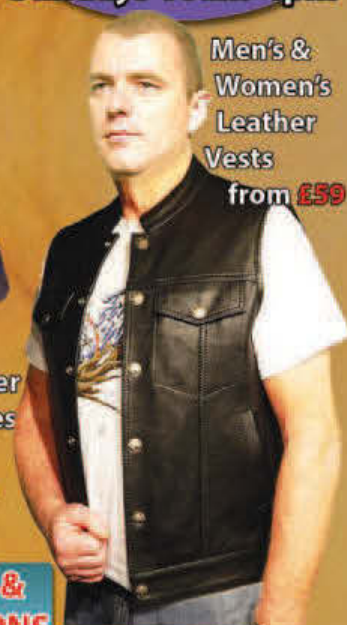


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